

# NACOmatic

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## GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the FAA, Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

## CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

**CRITICAL** information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

**FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE:** <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626  
800 Independence Ave., SW  
Washington, DC 20591  
Telephone 1-866-295-8236  
Fax 202-267-5322  
Email 9-ATOR-HQ-AIS-AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

	Airport Information	Airspace Information*
Effective Date	Cut-off date	Cut-off date
3 Jun 10	21 Apr 10	1 Apr 10
29 Jul 10	16 Jun 10	27 May 10
23 Sep 10	11 Aug 10	22 Jul 10
18 Nov 10	6 Oct 10	16 Sep 10
13 Jan 11	1 Dec 10	11 Nov 10
10 Mar 11	26 Jan 11	6 Jan 11

\*Including changes to preferred routes and graphic depictions on charts.

**FOR CHARTING ERRORS CONTACT:**

FAA, National Aeronautical Navigation Services  
SSMC-4 Sta. #4435  
1305 East West Highway  
Silver Spring, MD 20910-3281  
Telephone 1-800-626-3677  
Email 9-AMC-Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our website at <http://aeronav.faa.gov>.  
See the FAQs prior to contact via toll free number.

**FOR PROCUREMENT CONTACT:**

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Email 9-AMC-Chartsales@faa.gov  
Telephone 1-800-638-8972  
Fax 301-436-6829  
or any authorized chart agent.

**New or Changed Information**—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.



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## ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
acft	aircraft	CIV	Civil
ADCC	Air Defense Control Center	clsd	closed
AER	approach end rwy	comd	command
AFB	Air Force Base	CONUS	Continental United States
AFHP	Air Force Heliport	CSTMS	Customs
afld	airfield	ctc	contact
AFOD	US Army Flight Operations Detachment	ctl	control
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	dalgt	daylight
AFSS	Automated Flight Service Station	Dec	December
AG	Agriculture	DIAP	DoD Instrument Approach Procedure
A-GEAR	Arresting Gear	DoD	Department of Defense
AGL	above ground level	DSN	Defense Switching Network (Telephone)
AHP	Army heliport	dspld	displaced
ALS	Approach Light System	durn	duration
alt	altitude	eff	effective
AMC	Air Mobility Command	emerg	emergency
ANGS	Air National Guard Station	EOR	End of Runway
apch	approach	ETA	Estimated Time of Arrival
Apr	April	ETD	Estimated Time of Departure
APU	Auxiliary Power Unit	exc	except
ARB	Air Reserve Base	extd	extend
arpt	airport	FBO	fixed-base operator
ARS	Air Reserve Station	Feb	February
AS	Air Station	fld	field
ASDE-X	Airport Surface Detection Equipment—Model X	FLIP	Flight Information Publication
ASU	Aircraft Starting Unit	flt	flight
ATC	Air Traffic Control	flw	follow
Aug	August	Fri	Friday
AUW	All Up Weight (gross weight)	FSS	Flight Service Station
avbl	available	GA	glide angle
bcn	beacon	GCA	Ground Controlled Approach
blo	below	GS	glide slope
		haz	hazard
		HQ	Headquarters

CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

hr	hour	npi	non precision instrument
IAP	Instrument Approach Procedure	NS ABTMT	Noise Abatement
ICAO	International Civil Aviation Organization	NSTD	nonstandard
IFR	Instrument Flight Rules	ntc	notice
ILS	Instrument Landing System	obsn	observation
IM	Inner Marker	Oct	October
IMG	Immigration	OLF	Outlying Field
incr	increase	opr	operate, operator, operational
indef	indefinite	ops	operations
ints	intensity	OTS	out of service
invo	in the vicinity of	ovrn	overrun
IMC	Instrument Meteorological Conditions	PAEW	personnel and equipment working
Jan	January	pat	pattern
JASU	Jet Aircraft Starting Unit	p-line	power line
JOAP	Joint Oil Analysis Program	PMSV	Pilot-to-Metro Service
JOSAC	Joint Operational Support Airlift Center	POL	Petrol, Oils and Lubricants
JRB	Joint Reserve Base	PPR	prior permission required
Jul	July	PRM	Precision Runway Monitoring
Jun	June	PTD	Pilot to Dispatcher
Kt	Knots	RAMCC	Regional Air Movement Control Center
LAA	Local Airport Advisory	req	request
LAHSO	Land and Hold Short Operations	rgt tfc	right traffic
lbs	pounds	RON	Remain Overnight
ldg	landing	rqr	require
lgt	lighted	rstd	restricted
lgts	lights	RSRS	reduced same runway separation
LMM	Compass locator at Middle Marker ILS	rw	runway
LOC	Localizer	Sat	Saturday
LOM	Compass locator at Outer Marker ILS	SELF	Strategic Expeditionary Landing Field
ltd	limited	Sep	September
MACC	Military Area Control Center	SFA	Single Frequency Approach
Mar	March	sfc	surface
MCAF	Marine Corps Air Facility	SFRA	Special Flight Rules Area
MICALF	Marine Corps Auxiliary Landing Field	SOAP	Spectrometric Oil Analysis Program
MCAS	Marine Corps Air Station	SOF	Supervisor of Flying
MCB	Marine Corps Base	SPB	Seaplane Base
med	medium	SR	sunrise
METRO	Pilot-to-Metro voice call	SS	sunset
Mil	military	std	standard
min	minute	Sun	Sunday
MLS	Microwave Landing System	svc	service
MM	Middle Marker of ILS	tfc	traffic
Mon	Monday	thld	threshold
MP	Maintenance Period	Thu	Thursday
MSL	mean sea level	tkf	take-off
MSAW	minimum safe altitude warning	tmp	temporary
NAAS	Naval Auxiliary Air Station	tran	transient
NADC	Naval Air Development Center	Tue	Tuesday
NADEP	Naval Air Depot	twr	tower
NAEC	Naval Air Engineering Center	twy	taxiway
NAES	Naval Air Engineering Station	UC	Under Construction
NAF	Naval Air Facility	USA	United States Army
NALCO	Naval Air Logistics Control Office	USAF	United States Air Force
NALO	Navy Air Logistics Office	USCG	United States Coast Guard
NALF	Naval Auxiliary Landing Field	USN	United States Navy
NAS	Naval Air Station	V	Defense Switching Network (telephone, formerly AUTOVON)
NAWC	Naval Air Warfare Center	VFR	Visual Flight Rules
NAWS	Naval Air Weapons Station	VIP	Very Important Person
ngt	night	VMC	Visual Meteorological Conditions
NOLF	Naval Outlying Field	Wed	Wednesday
Nov	November	wx	weather

# DIRECTORY LEGEND

## SAMPLE

① CITY NAME  
 ② AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC-6(-5DT) N34°41.93' W99°20.20' JACKSONVILLE  
 ③ 200 B S4 FUEL 100 OX 1 TPA-1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. COPTER  
 ④ ⑤ ⑥ ⑦ ⑧ ⑨ H-46, L-19C IAP, DIAP, AD

⑩ RWY 18-36: H12004X200 (ASPH-CONC-GRVD)  
 S-90, D-160, DT-300 PCN 80 R/B/W/T HIRL CL  
 RWY 18: LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.  
 Thld dsplcd 300'. Trees. Rgt tfc. 0.3% up.  
 RWY 36: ALSF1. 0.4% down.  
 RWY 09-27: H6000X150 (ASPH) MIRL  
 RWY 173-353: H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T

⑪ LAND AND HOLD SHORT OPERATIONS  
 LANDING HOLD SHORT POINT DIST AVBL  
 RWY 18 09-27 6500  
 RWY 36 09-27 5400

⑫ RUNWAY DECLARED DISTANCE INFORMATION  
 RWY 18: TORA-12004 TODA-12704 ASDA-11704 LDA-11504  
 RWY 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704

⑬ ARRESTING GEAR/SYSTEM  
 RWY 18 → HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')  
 BAK-14 BAK-12 (B) (1087') HOOK E5 (74' OVRN) ← RWY 36

⑭ MILITARY SERVICE: A-GEAR E-5 connected on dep end, disconnected on  
 apch end. JASU 3(AM32A-60) 2(A/M32A-86)

⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿

⑳ FUEL J8(Mil) (NC-100, A) FLUID W SP PRESAIR LOX  
 OIL O-128 TRAN ALERT Avbl 1300-0200Z†, svc limited weekends.

㉑ AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z†. Parachute  
 Jumping. Deer invov arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service  
 (ADCUS) avbl.

㉒ MILITARY REMARKS: ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15  
 minutes prior to ldg and after dep. Limited tran parking.

㉓ WEATHER DATA SOURCES: AWOS-1 120.3 (202) 426-8000. LLWAS.

㉔ COMMUNICATIONS: SFA ATIS 127.25 273.5 (202) 426-8003 UNICOM 122.95 PTD 372.2  
 NAME FSS (ORL) on arpt. 123.65 122.65 122.2  
 NAME RCO 112.2T 112.1R (NAME RADIO)  
 (R) NAME APP/DEP CON 128.35 257.725 (1200-0400Z†)  
 TOWER 119.65 255.6 (1200-0400Z†) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55  
 NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

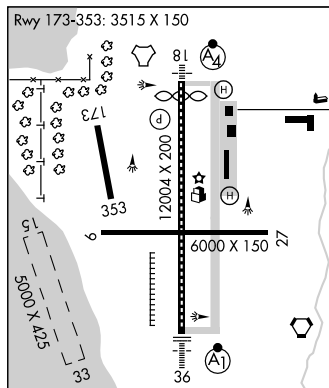
㉕ AIRSPACE: CLASS B See VFR Terminal Area Chart.

㉖ RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/DF ctc FSS.  
 (H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.  
 (H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.  
 HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.  
 ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.  
 ASR/PAR (1200-0400Z†)

㉗ COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

㉘ HELIPAD H1: H100X75 (ASPH)  
 HELIPAD H2: H60X60 (ASPH)  
 HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

㉙ 187 TPA 1000(813)  
 WATERWAY 15-33: 5000X425 (WATER)  
 SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of  
 arpt not visible from twr and are required to ctc twr.



All bearings and radials are magnetic unless otherwise specified.  
 All mileages are nautical unless otherwise noted.

All times are Coordinated Universal Time (UTC) except as noted.

All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.

The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

10

# SKETCH LEGEND

## RUNWAYS/LANDING AREAS

Hard Surfaced .....	
Metal Surface .....	
Sod, Gravel, etc. ....	
Light Plane, ....	
Ski Landing Area or Water	
Under Construction .....	
Closed .....	
Helicopter Landings Area .....	
Displaced Threshold .....	
Taxiway, Apron and Stopways ..	

## MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings .....	
Power Lines .....	
Fence .....	
Towers .....	
Tanks .....	
Oil Well .....	
Smoke Stack .....	
Obstruction .....	
Controlling Obstruction .....	
Trees .....	
Populated Places .....	
Cuts and Fills .....	
Cliffs and Depressions ..	
Ditch .....	
Hill .....	

## RADIO AIDS TO NAVIGATION

VORTAC ...		VOR .....	
VOR/DME ...		NDB .....	
TACAN ...		NDB/DME ....	

## MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon .....	
Wind Cone .....	
Landing Tee .....	
Tetrahedron .....	
Control Tower .....	

## APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. (A1) Negative symbology, e.g., (A1) indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting .....	
(A) Approach Lighting System ALSF-2 ..	
(A1) Approach Lighting System ALSF-1 ..	
Short Approach Lighting System SALS/SALSF .....	
(A2) Simplified Short Approach Lighting System (SSALR) with RAIL .....	
(A3) Medium Intensity Approach Lighting System (MALSR and MALSF)/(SSALS and SSALF) .....	
(A4) Medium Intensity Approach Lighting System (MALSR and RAIL) .....	
(A5) Omnidirectional Approach Lighting System (ODALS) .....	
(D) Navy Parallel Row and Cross Bar ..	
(F) Air Force Overrun .....	
(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided	
(V2) Pulsating Visual Approach Slope Indicator (PVASI)	
(V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft	
(V4) Tri-color Visual Approach Slope Indicator (TRCV)	
(V5) Approach Path Alignment Panel (APAP)	
(P) Precision Approach Path Indicator (PAPI)	

## LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Nav aids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

**① CITY/AIRPORT NAME**

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

**② ALTERNATE NAME**

Alternate names, if any, will be shown in parentheses.

**③ LOCATION IDENTIFIER**

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

**④ OPERATING AGENCY**

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers
CG	US Coast Guard		Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

**⑤ AIRPORT LOCATION**

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

**⑥ TIME CONVERSION**

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

# **7 GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)**

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

# **8 CHARTS**

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

# **9 INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAM**

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

# **10 AIRPORT SKETCH**

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbolology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

# **11 ELEVATION**

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00'". When elevation is below sea level a minus "–" sign will precede the figure.

# **12 ROTATING LIGHT BEACON**

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

# **13 SERVICING—CIVIL**

S1: Minor airframe repairs.	S5: Major airframe repairs.
S2: Minor airframe and minor powerplant repairs.	S6: Minor airframe and major powerplant repairs.
S3: Major airframe and minor powerplant repairs.	S7: Major powerplant repairs.
S4: Major airframe and major powerplant repairs.	S8: Minor powerplant repairs.

# **14 FUEL**

CODE	FUEL	CODE	FUEL
80	Grade 80 gasoline (Red)	B+	Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C.
100	Grade 100 gasoline (Green)	J4 (JP4)	(JP–4 military specification) FP** minus 58° C.
100LL	100LL gasoline (low lead) (Blue)	J5 (JP5)	(JP–5 military specification) Kerosene with FS–11, FP** minus 46°C.
115	Grade 115 gasoline (115/145 military specification) (Purple)	J8 (JP8)	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C.
A	Jet A, Kerosene, without FS–II*, FP** minus 40° C.	J8+100	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP–8.
A+	Jet A, Kerosene, with FS–II*, FP** minus 40°C.	J	(Jet Fuel Type Unknown)
A1	Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1+	Jet A–1, Kerosene with FS–II*, FP** minus 47° C.		
B	Jet B, Wide-cut, turbine fuel without FS–II*, FP** minus 50° C.		

\*(Fuel System Icing Inhibitor)

\*\*(Freeze Point)

**NOTE:** Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

# **15 OXYGEN—CIVIL**

OX 1 High Pressure	OX 3 High Pressure—Replacement Bottles
OX 2 Low Pressure	OX 4 Low Pressure—Replacement Bottles

# **16 TRAFFIC PATTERN ALTITUDE**

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

**17 AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS**

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)

407-975-1740

Southeast Sector (Atlantic States—DC, WV, VA to FL)

407-975-1780

Central Sector (Interior of the US, including Gulf states—MS, AL, LA)

407-975-1760

Southwest East Sector (OK and eastern TX)

407-975-1840

Southwest West Sector (Western TX, NM and AZ)

407-975-1820

Pacific Sector (WA, OR, CA, HI and AK)

407-975-1800

**18 CERTIFICATED AIRPORT (14 CFR PART 139)**

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS  
AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

**14 CFR—PART 139 CERTIFICATED AIRPORTS****INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS**

Airport Index	Required No. Vehicles	Aircraft Length	Scheduled Departures	Agent + Water for Foam
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H <sub>2</sub> O
B	1 or 2	≥90', <126' ----- ≥126', <159'	≥5 ----- <5	Index A + 1500 gal H <sub>2</sub> O
C	2 or 3	≥126', <159' ----- ≥159', <200'	≥5 ----- <5	Index A + 3000 gal H <sub>2</sub> O
D	3	≥159', <200' ----- >200'	<5	Index A + 4000 gal H <sub>2</sub> O
E	3	≥200'	≥5	Index A + 6000 gal H <sub>2</sub> O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H<sub>2</sub>O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

**19 NOTAM SERVICE**

All public use landing areas are provided NOTAM "D" (distant dissemination) and NOTAM "L" (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. "NOTAM FILE IAD". See AIM, Basic Flight Information and



ATC Procedures for detailed description of NOTAM's. Current NOTAMS are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMS are available using the DoD Internet NOTAM Distribution System (DINS) [www.notams.jcs.mil](http://www.notams.jcs.mil).

## 20 FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

## 21 RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

### RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

### RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

### RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat	(GRVL)—Gravel, or cinders	(PSP)—Pierced steel plank
(ASPH)—Asphalt	(MATS)—Pierced steel planking, landing mats, membranes	(RFSC)—Rubberized friction seal coat
(CONC)—Concrete	(PEM)—Part concrete, part asphalt	(TURF)—Turf
(DIRT)—Dirt	(PFC)—Porous friction courses	(TRTD)—Treated
(GRVD)—Grooved		(WC)—Wire combed

### RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:
  - R — Rigid
  - F — Flexible
- (3) The pavement subgrade category:
  - A — High
  - B — Medium
  - C — Low
  - D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:
  - W — High, no limit
  - X — Medium, limited to 217 psi
  - Y — Low, limited to 145 psi
  - Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:
  - T — Technical evaluation
  - U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

#### RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.

LIRL—Low Intensity Runway Lights.

MIRL—Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights.

RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL—Centerline Lights.

TDZL—Touchdown Zone Lights.

ODALS—Omni Directional Approach Lighting System.

AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.

LDIN—Lead-In Lighting System.

MALS—Medium Intensity Approach Lighting System.

MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.

MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

SALS—Short Approach Lighting System.

SALSF—Short Approach Lighting System with Sequenced Flashing Lights.

SSALS—Simplified Short Approach Lighting System.

SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.

SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.

ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.

ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

SF—Sequenced Flashing Lights.

OLS—Optical Landing System.

WAVE—OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

## VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL APAP on left side of runway

PNIR APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L 2-identical light units placed on left side of runway

P4L 4-identical light units placed on left side of runway

P2R 2-identical light units placed on right side of runway

P4R 4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL PVASI on left side of runway

PSIR PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway

S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL TRCV on left side of runway

TRIR TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway

V6L 6-box VASI on left side of runway

V2R 2-box VASI on right side of runway

V6R 6-box VASI on right side of runway

V4L 4-box VASI on left side of runway

V12 12-box VASI on both sides of runway

V4R 4-box VASI on right side of runway

V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

## PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07-25, MALSR Rwy 07, and VASI Rwy 07-122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Basic Flight Information and ATC Procedures," for detailed description of pilot control of airport lighting.

## RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

## RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

## RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

## 22 ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A-Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

## BI-DIRECTIONAL CABLE (B)

<u>TYPE</u>	<u>DESCRIPTION</u>
BAK-9	Rotary friction brake.
BAK-12A	Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK-12B	Extended BAK-12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK-14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

## UNI-DIRECTIONAL CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>
MB60	Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5-1/E5-3	Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

## FOREIGN CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>US EQUIVALENT</u>
44B-3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E-5

## UNI-DIRECTIONAL BARRIER

<u>TYPE</u>	<u>DESCRIPTION</u>
MA-1A	Web barrier between stanchions attached to a chain energy absorber.
BAK-15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

## OTHER

<u>TYPE</u>	<u>DESCRIPTION</u>
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

**23 MILITARY SERVICE**

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

**24 JET AIRCRAFT STARTING UNITS (JASU)**

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

## ELECTRICAL STARTING UNITS:

A/M32A-86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC-1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD-3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

MD-4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire
AIR STARTING UNITS	
AM32-95	150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
AM32A-95	150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)
LASS	150 +/- 5 lb/min @ 49 +/- 2 psia
MA-1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC-1	15 cfm, 3500 psia
MC-1A	15 cfm, 3500 psia
MC-2A	15 cfm, 200 psia
MC-11	8,000 cu in cap, 4000 psig, 15 cfm
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A-60*	AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A-60A	AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A-60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.	
USN JASU	
ELECTRICAL STARTING UNITS:	
NC-8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC-10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.
AIR STARTING UNITS:	
GTC-85/GTE-85	120 lbs/min @ 45 psi.
MSU-200NAV/A/U47A-5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
NCPP-105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.
JASU (ARMY)	
59B2-1B	28v, 7.5 kw, 280 amp.
OTHER JASU	
ELECTRICAL STARTING UNITS (DND):	
CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22-35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22-35v, 500 amp continuous 1100 amp intermittent soft start
AIR STARTING UNITS (DND):	
CA2	ASA 45.5 psig, 116.4 lb/min
COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)	
CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig
ELECTRICAL STARTING UNITS (OTHER)	
C-26	28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire
C-26-B, C-26-C	28v 45kw: Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire
E3	DC 28v/10kw
AIR STARTING UNITS (OTHER):	
A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA-1	150 Air HP, 115 lb/min 50 psia
MA-2	250 Air HP, 150 lb/min 75 psia
CARTRIDGE:	
MXU-4A	USAF

**(25) FUEL—MILITARY**

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at [www.desc.dla.mil/Static/ProductsAndServices.asp](http://www.desc.dla.mil/Static/ProductsAndServices.asp); click on the Commercial Airports button.

See legend item 14 for fuel code and description.

**(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY****CODE**

ADI	Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De-Ice	Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).
<b>OXYGEN:</b>	
LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
ORXB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX	Indicates oxygen servicing when type of servicing is unknown.
NOTE: Combinations of above items is used to indicate complete oxygen servicing available;	
LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

**NITROGEN:**

LPNIT	Low pressure nitrogen servicing.
HPNIT	High pressure nitrogen servicing.
LHNIT	Low and high pressure nitrogen servicing.

**(27) OIL—MILITARY**

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
O-113	1065, Reciprocating Engine Oil (MIL-L-6082)
O-117	1100, Reciprocating Engine Oil (MIL-L-6082)
O-117+	1100, O-117 plus cyclohexanone (MIL-L-6082)
O-123	1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
O-128	1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
O-132	1005, Jet Engine Oil (MIL-L-6081)
O-133	1010, Jet Engine Oil (MIL-L-6081)
O-147	None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic
O-148	None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil
O-149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O-155	None, MIL-L-6086C, Aircraft, Medium Grade
O-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

**(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY**

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

## 29 AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

## 30 MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

## 31 WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

## **32 COMMUNICATIONS**

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on aprt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remote facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

### **TERMINAL SERVICES**

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol **Ⓡ** indicates radar approach control.

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the



VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol  indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as "Wx obsn svc 1900-0000Z+" or "other times" may be used when no specific time is given. PMSV facilities manned by forecasters are considered "Full Service". PMSV facilities manned by weather observers are listed as "Limited Service".

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter "X" indicate frequency available on request.

### AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times.

Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

**AIRSPACE: CLASS C** svc "times" ctc **APP CON** other times CLASS E:

or

**AIRSPACE: CLASS D** svc "times" other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700' or 1200' AGL. This will be formatted as:

**AIRSPACE: CLASS C** svc "times" ctc **APP CON** other times CLASS G, with CLASS E 700' (or 1200') AGL & abv:

or

**AIRSPACE: CLASS D** svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv:

or

**AIRSPACE: CLASS E** svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv.

**NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS.** Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

**NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.**

Class E 700' AGL (shown as magenta vignette on sectional charts) and 1200' AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700'/1200' AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)



## CONTINUED FROM PRECEDING PAGE

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB _____	Automatic Weather Broadcast.
DF _____	Direction Finding Service.
DME _____	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y) _____	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME.
GS _____	Glide slope.
H _____	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH _____	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB _____	Non-directional radio beacons providing automatic transcribed weather service.
ILS _____	Instrument Landing System (voice, where available, on localizer channel).
IM _____	Inner marker.
ISMLS _____	Interim Standard Microwave Landing System.
LDA _____	Localizer Directional Aid.
LMM _____	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM _____	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH _____	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS _____	Microwave Landing System.
MM _____	Middle marker.
OM _____	Outer marker.
S _____	Simultaneous range homing signal and/or voice.
SABH _____	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF _____	Simplified Direction Facility.
TACAN _____	UHF navigational facility-omnidirectional course and distance information.
VOR _____	VHF navigational facility-omnidirectional course only.
VOR/DME _____	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC _____	Collocated VOR and TACAN navigational facilities.
W _____	Without voice on radio facility frequency.
Z _____	VHF station location marker at a LF radio facility.

## ILS FACILITY PERFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance  
Classification Code

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

**(35) COMM/NAV/WEATHER REMARKS:**

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

**ABAJO PEAK** N37°50.35' W109°27.73'

RCO 122.55 (CEDAR CITY RADIO)

DENVER

L-9D

**BEAVER MUNI** (U52) 4 SW UTC-7(-6DT) N38°13.84' W112°40.53'

LAS VEGAS

5863 B FUEL 100LL NOTAM FILE CDC

L-9C

RWY 13-31: H4984X75 (ASPH) S-12.5 MIRL 1.5% up SE

IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 31: REIL. PAPI(P2R)—GA 4.0° TCH 59'.

RWY 07-25: 2150X50 (DIRT)

RWY 07: Gnd.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs, self svc credit card system. Birds invof arpt. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31, and PAPI Rwy 13 and Rwy 31—CTAF.

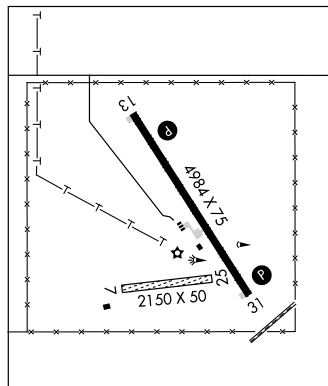
**WEATHER DATA SOURCES:** AWOS-3 119.925 (435) 438-5829.**COMMUNICATIONS:** CTAF 122.9

SALT LAKE CITY APP/DEP 125.575

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 317° 36.9 NM to fld. 9040/15E.

**BLANDING MUNI** (BDG) 3 S UTC-7(-6DT) N37°35.00' W109°29.00'

DENVER

5868 B FUEL 100, 100LL, JET A NOTAM FILE CDC

H-3D, L-9D

RWY 17-35: H5781X75 (ASPH) S-27 MIRL 1.6% up N

IAP

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Ramp cracked and ravelling. ACTIVATE MIRL Rwy 17-35, REIL and PAPI Rwy 17 and 35—CTAF.

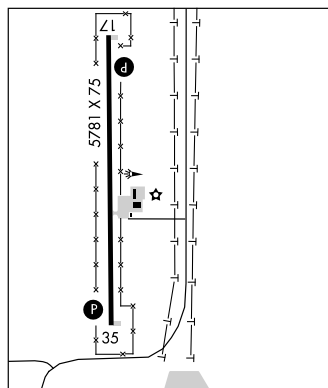
**WEATHER DATA SOURCES:** AWOS-3 127.75 (435) 678-2636.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53'

W108°55.88' 229° 29.6 NM to fld. 6990/14E.

**BLUFF** (66V) 4 SW UTC-7(-6DT) N37°15.00' W109°38.04'

DENVER

4476 NOTAM FILE CDC

L-8H, 9D

RWY 03-21: H3000X45 (ASPH)

RWY 21: Hill.

**AIRPORT REMARKS:** Unattended. 10' hill 450' off AER 21.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53' W108°55.88' 211° 47.4 NM to fld.

6990/14E.

**BOLINDER FLD—TOOELE VALLEY** (See TOOELE)**BONNEVILLE** N40°43.57' W113°45.45' NOTAM FILE CDC.

SALT LAKE CITY

(H) VORTAC 112.3 BVL Chan 70 251° 12.5 NM to Wendover. 4220/17E.

H-3C, L-9C, 11C

RCO 122.1R 112.3T (CEDAR CITY RADIO)

**BOUNTIFUL****SKYPARK**

(BTF) 3 SW UTC-7(-6DT) N40°52.16' W111°55.63'  
 4234 B S4 FUEL 100LL, JET A TPA-5034(800) NOTAM FILE CDC  
 RWY 16-34: H4700X70 (ASPH) S-12.5 LIRL

RWY 16: VASI(V2L)—GA 3.0° TCH 11'. Thld dsplcd 390'. Tank.  
 RWY 34: VASI(V2L)—GA 3.0° TCH 11'. Thld dsplcd 390'. Tree. Rgt t/c.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0200Z, Sun 1600-0000Z. Self svc fuel avbl 24 hrs with credit card. Rwy 16-34 all dep will be to the E. ACTIVATE LIRL Rwy 16-34—CTAF. VASI Rwy 16 and Rwy 34 opr 24 hrs.

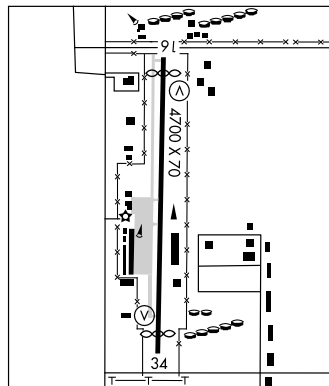
**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALT LAKE CITY CLNC DEL 120.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.

WASATCH (H) VORTACW 116.8 TCH Chan 115 N40°51.02' W111°58.92' 049° 2.7 NM to fld. 4220/16E.

SALT LAKE CITY  
 COPTER  
 L-9C, 11D

**BRIGHAM CITY** (BMC) 3 NW UTC-7(-6DT) N41°33.14' W112°03.73'

SALT LAKE CITY  
 H-3D, L-11D  
 IAP

4229 B S4 FUEL 100LL, JET A NOTAM FILE CDC

RWY 17-35: H7501X100 (ASPH-GRVD) S-30 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0100Z. Self svc 100LL avbl 24 hrs with credit card. Birds invof apch end of Rwy 17. Mid rwy dep not authorized from Rwy 17 or Rwy 35. ACTIVATE MIRL Rwy 17-35, REIL Rwy 17 and Rwy 35, and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (435) 723-3852.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

® SALT LAKE CITY APP/DEP COM 121.1 CLNC DEL 126.0 OTS indef.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(L) VORW/DME 112.9 LHO Chan 76 N41°47.57' W112°00.59' 175° 14.6 NM to fld. 5358/14E.

VOR portion unusable:

010°-045° byd 20 NM blo 15,000'

045°-070° byd 20 NM blo 16,000'

070°-110° byd 20 NM blo 15,000'

110°-155° byd 15 NM blo 12,000'

155°-215° byd 15 NM blo 15,000'

155°-215° byd 20 NM

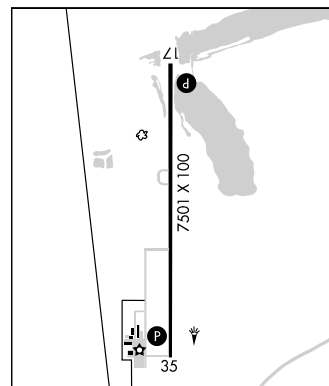
305°-320° byd 20 NM blo 15,000'

DME portion unusable:

010°-045° byd 20 NM blo 15,000'

045°-070° byd 20 NM blo 16,000'

070°-125° byd 20 NM blo 15,000'



155°-245° byd 15 NM  
 245°-320° byd 20 NM blo 15,000'

NDB (MHW) 294 BMC N41°30.95' W112°04.69' 002° 2.3 NM to fld. Unusable 340°-150° byd 10 NM.

**BRYCE CANYON** (BCE) 4 N UTC-7(-6DT) N37°42.39' W112°08.75'

LAS VEGAS

7590 B S2 FUEL 100LL, JET A NOTAM FILE BCE

H-3D, L-9C

RWY 03-21: H7395X75 (ASPH-PFC) S-30 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Sat 1430-0100Z†. Nov-Mar 1430-2330Z†, Apr-Oct 1430-0030Z†. For fuel after hrs call 435-834-5679, 435-327-0365 or 435-679-8684. ACTIVATE MIRL Rwy 03-21, PAPI and REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.475 (435) 834-5270.

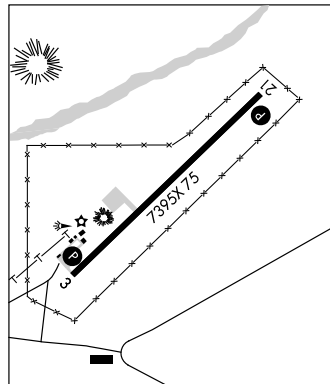
**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.2 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

(H) VORTACW 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 067° 7.6 NM to fld. 9040/15E.



**BULLFROG BASIN** N37°32.75' W110°42.79'

DENVER

RCO 122.4 (CEDAR CITY RADIO)

H-3D, L-9D

**BULLFROG BASIN** (See GLEN CANYON NATL REC AREA)

**CAL BLACK MEM** (See HALLS CROSSING)

**CANYONLANDS FLD** (See MOAB)

**CARBON CO RGNL/BUCK DAVIS FLD** (See PRICE)



**CEDAR CITY RGNL** (CDC) 2 NW UTC-7(-6DT) N37°42.06' W113°05.93'

LAS VEGAS

5622 B S4 FUEL 100LL, JET A OX 3, 4 TPA-6399(777) Class I, ARFF Index A

H-3C, L-9C

NOTAM FILE CDC

IAP

RWY 02-20: H8653X150 (ASPH-PFC) S-75, D-100, ST-127, DT-150 HIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 56'. 0.4% up.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Rgt tfc.

RWY 08-26: H4822X60 (ASPH) S-16.5 MIRL 0.9% up E

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Pole.

RWY 26: REIL. Road. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-8653 TODA-8653 ASDA-8653 LDA-8653

RWY 08: TORA-4822 TODA-4822 ASDA-4822 LDA-4822

RWY 20: TORA-8653 TODA-8653 ASDA-8653 LDA-8653

RWY 26: TORA-4822 TODA-4822 ASDA-4822 LDA-4822

**AIRPORT REMARKS:** Attended dalgt hrs. For after hrs svc call

435-586-4504. 100LL fuel avbl 24 hrs self-svc credit card

system. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager

435-586-2964. General Aviation acft not permitted on Air Carrier

ramp. Rwy 08-26 Twy B not avbl for air carrier acft with over 30

passenger seats. Designated calm wind rwy (blo 5 knots) is Rwy

20, rgt tfc. Recommend pilots circle arpt for altitude before

departing eastbound due to fast rising terrain and high density

altitude. Turbulence likely invov mountains and passes. Due to crown in Rwy 02-20 departing acft are unable to

observe acft departing in opposite direction. ACTIVATE HIRL Rwy 02-20 and MIRL Rwy 08-26, MALSR Rwy 20,

REIL Rwy 02 and Rwy 08 and Rwy 26—CTAF. PAPI Rwy 02, Rwy 20 and Rwy 08 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.025 (435) 867-0278.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.6 122.2 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(H) VOR/DME 117.3 CDC Chan 120 N37°47.24' W113°04.09' 180° 5.4 NM to fld. 5464/16E.

VOR/DME unusable:

060°-100° byd 20 NM

135°-175° byd 20 NM

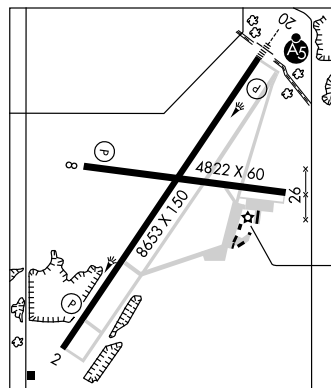
100°-135° byd 15 NM

215°-255° byd 35 NM blo 10,500'

MEGGI NDB (LOM) 217 EC N37°47.47' W113°01.29' 200° 6.5 NM to fld.

Unusable 070°-150° byd 8 NM blo 14,000'.

ILS 110.1 I-ECC Rwy 20. Class IE. LOM MEGGI NDB.

**DELLE** N40°50.88' W112°48.03'

SALT LAKE CITY

RCO 122.5 (CEDAR CITY RADIO)

H-3D, L-9C, 11C

**DELTA MUNI** (DTA) 3 NE UTC-7(-6DT) N39°22.84' W112°30.46'

LAS VEGAS

4759 B FUEL 100LL, JET A NOTAM FILE CDC

H-3D, L-9C

RWY 12-30: H5935X85 (ASPH) S-21

IAP

RWY 12: Thld dsplcd 1060'.

RWY 30: Thld dsplcd 275'.

RWY 17-35: H5500X75 (ASPH) S-16 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

**AIRPORT REMARKS:** Unattended. 24 hour self svc credit card fuel avbl. Rwy 17-35 15' knoll, unable to see acft on opposite end. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.**WEATHER DATA SOURCES:** AWOS-3 127.75 (435) 864-4241.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.55 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

(H) VORTACW 116.1 DTA Chan 108 N39°18.14' W112°30.33' 343° 4.7 NM to fld. 4600/16E.

VOR unusable 045°-090° beyond 25 NM below 10,700'

**DUCHESNE MUNI** (U69) 2 NE UTC-7(-6DT) N40°11.51' W110°22.86'

SALT LAKE CITY

5826 B FUEL 100LL NOTAM FILE CDC

H-3D, L-9D, 11D

RWY 17-35: H5800X60 (ASPH) S-12.5 MIRL 0.9% up N

IAP

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

08-26: 4390X75 (DIRT) 0.6% up W

RWY 08: Fence. RWY 26: Tree.

**AIRPORT REMARKS:** Attended on call. Svcs are avbl by request

435-738-2464 Mon-Fri, 1600-0000Z+ after hours call

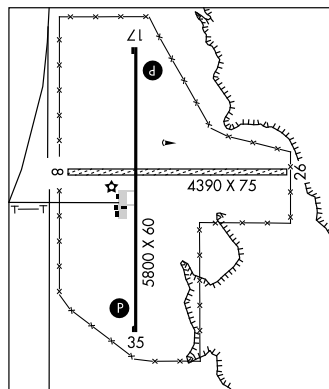
435-738-5538. Rwy 08-26 CLOSED indef. Rwy 17-35 cracking and access ramp cracking with loose chips. Rwy 08-26 rough and rutty. ACTIVATE MIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.

**COMMUNICATIONS:** CTAF/AUNICOM 122.8

MYTON RCO 122.1R 112.7T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

MYTON (H) VORTAC 112.7 MTU Chan 74 N40°08.95' W110°07.66' 268° 11.9 NM to fld. 5396/14E.

**DUGWAY PROVING GROUND** (See MICHAEL AAF)**DUTCH JOHN** (33U) 1 SW UTC-7(-6DT) N40°55.07' W109°23.44'

SALT LAKE CITY

6561 NOTAM FILE CDC

H-3D, L-9D, 11D

RWY 11-29: H6000X60 (ASPH)

RWY 11: Pole. RWY 29: Trees.

RWY 03-21: 4650X150 (TURF-DIRT)

RWY 07-25: 4450X100 (TURF-DIRT)

**AIRPORT REMARKS:** Unattended. Rwy 03-21 CLOSED indef. Rwy 07-25 CLOSED indef. Deer and elk on and invof arpt.

Rwy 11-29 shortened on northwest end. Acft in excess of 12,500 lbs maximum gross weight prohibited from using arpt. Two crossing dirt/turf rwys appear to be open but are CLOSED and not maintained. Rwy 11-29 several areas of damaged pavement located north edge of rwy. Rwy 03-21 not maintained, numerous rodent holes, numerous trees on apch ends. Rwy 07-25 not maintained, numerous rodent holes, numerous trees on apch ends.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE VEL.

VERNAL (L) VORW/DME 108.2 VEL Chan 19 N40°22.74' W109°29.60' 353° 32.6 NM to fld. 5344/15E.

**ESCALANTE MUNI** (1L7) 2 SE UTC-7(-6DT) N37°44.72' W111°34.21'

LAS VEGAS

5733 B NOTAM FILE CDC

H-3D, L-9C

RWY 13-31: H5000X60 (ASPH) S-12.5 MIRL

RWY 13: Rgt tfc. RWY 31: Hill.

**AIRPORT REMARKS:** Unattended. Rwy 13-31 has a dip approximately mid-field. Clsd landing strip is used for state highway mix, from air it looks like a rwy. Rwy 13-31 numerous rwy lgts broken. ACTIVATE MIRL Rwy 13-31—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35' W112°18.23' 069° 35.1 NM to fld. 9040/15E.

**FAIRFIELD** N40°16.49' W111°56.43' NOTAM FILE CDC.

SALT LAKE CITY

(H) VORTACW 116.6 FFU Chan 113 094° 10.7 NM to Provo Muni. 7690/16E.

COPTER

VORTAC unusable:

H-3D, L-9C, 11D

005°-040° byd 30 NM blo 12,900'

060°-090° byd 25 NM blo 12,600'

040°-060° byd 27 NM blo 13,250'

RCO 122.25 (CEDAR CITY RADIO)

**FILLMORE MUNI** (FOM) 2 W UTC-7(-6DT) N38°57.49' W112°21.79'

LAS VEGAS

4985 B NOTAM FILE CDC

H-3D, L-9C

**RWY 04-22:** H5040X75 (ASPH) S-12.5 MIRL

**RWY 04:** PAPI(P2L).

**RWY 22:** PAPI(P2L). Road.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 04-22 PAPI Rwy 04 and Rwy 22—CTAF.

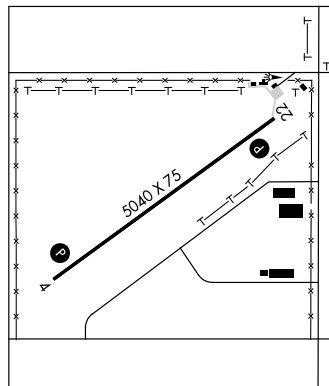
**WEATHER DATA SOURCES:** AWOS-3 133.775 (435) 743-4182.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**DELTA (H) VORTACW** 116.1 DTA Chan 108 N39°18.14'

W112°30.33' 146° 21.7 NM to fld. 4600/16E.



**FRANCIS PEAK** N41°01.98' W111°50.31'

SALT LAKE CITY

RCO 122.2 (CEDAR CITY RADIO)

COPTER

L-9C, 11C

**GENERAL DICK STOUT FLD** (See HURRICANE)

## GLEN CANYON NATL REC AREA

**BULLFROG BASIN** (UØ7) 5 N UTC-7(-6DT) N37°32.75' W110°42.79'

DENVER

L-9C

4167 NOTAM FILE CDC

**RWY 01-19:** H3500X40 (ASPH) S-12.5

**RWY 01:** Thld dspcd 82'. Hill.

**RWY 19:** Thld dspcd 65'. Hill.

**AIRPORT REMARKS:** Unattended. National Park Service acft frequently use NSTD tfc pattern monitor—CTAF. Rwy 01-19 NSTD markings solid rwy centerline, non-std line widths and configurations. Rwy 01-19 LIRL for National Park Service use only.

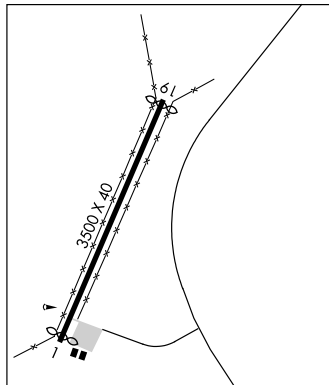
**COMMUNICATIONS:** CTAF 122.8 UNICOM 122.8 (1400-0200Z†)

RCO 122.4 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

**BRYCE CANYON (H) VORTACW** 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 081° 76.3 NM to fld. 9040/15E.



**GREEN RIVER MUNI** (U34) 4 SW UTC-7(-6DT) N38°57.68' W110°13.64'

DENVER

H-3D, L-9C

4225 B FUEL 100LL, JET A NOTAM FILE CDC

RWY 13-31: H5600X75 (ASPH) S-12 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

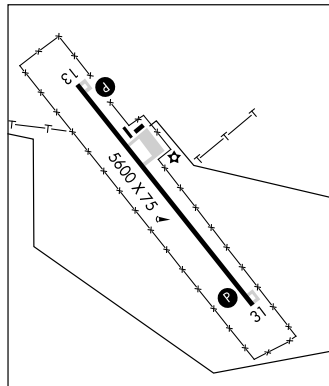
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31, and PAPI Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM: 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**HANKSVILLE (H) VORTACW** 115.9 HVE Chan 106 N38°25.01' W110°41.98' 019° 39.5 NM to fld. 4430/15E.



**HALLS CROSSING** N37°26.53' W110°34.18'.

RCO 122.4 (CEDAR CITY RADIO)

DENVER

L-9D

## HALLS CROSSING

**CAL BLACK MEM** (U96) 10 E UTC-7(-6DT) N37°26.53' W110°34.18'

DENVER

H-3D, L-9D

4388 B FUEL 100LL, JET A NOTAM FILE CDC

RWY 01-19: H5700X60 (ASPH) S-12.5 MIRL

RWY 01: PAPI(P2L). Hiil. RWY 19: PAPI(P2L).

**AIRPORT REMARKS:** Attended continuously. Acft in excess of 30,000 pounds maximum gross weight prohibited from using arpt. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 134.375 (435) 684-2405.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**HALLS CROSSING RCO** 122.4 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PGA.

**PAGE (L) VORW/DME** 117.6 PGA Chan 123 N36°55.86' W111°26.85' 041° 52.1 NM to fld. 4277/13E. HIWAS.

**HANKSVILLE** (HVE) 3 N UTC-7(-6DT) N38°25.08' W110°42.24'

DENVER

H-3D, L-9D

4444 B NOTAM FILE CDC

RWY 08-26: H5675X75 (ASPH) S-12.5 LIRL (NSTD)

RWY 08: Thld dsplcd 600'.

RWY 26: Thld dsplcd 600'. Road.

RWY 17-35: 2600X120 (DIRT)

RWY 35: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 08-26 block cracking and weathering. Rwy 08-26 vegetation growing through cracks in pavement of rwy, twy, and ramp. Rwy 08-26 NSTD LIRL, Rwy lgts 200' from rwy edge. Blue lgts mark beginning of pavement. Rwy 08 and 26 dsplcd thlds not lgtd. UNICOM OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (435) 542-1020.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.65 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**(H) VORTACW** 115.9 HVE Chan 106 N38°25.01' W110°41.98' at fld. 4430/15E.

VORTAC unusable 030°-060° byd 25 NM blo 7500' 160°-180° byd 15 NM blo 9500'

**HEBER CITY MUNI—RUSS MCDONALD FLD** (36U) 1 S UTC-7(-6DT)

N40°28.91' W111°25.73'

5637 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CDC**RWY 03-21:** H6899X75 (ASPH) S-30 MIRL 0.8% up NE**RWY 03:** Road. **RWY 21:** PAPI(P4L)—GA 4.0° TCH 45'.

**AIRPORT REMARKS:** Attended May-Oct 1400-0100Z†, Nov-Apr 1500-0000Z†. Fuel 24 hr credit card svc avbl. Glider activity on and in vof arpt. Balloon activity on and in vof arpt in summer months during morning hrs. Rwy 21 PAPI unusable byd 3.5 NM from thld and 6° from centerline. Acft departing south-southwest bound be aware of high tfc volume descending to 16,000' over SPANE intersection. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.825 (435) 657-0892.**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALT LAKE CITY APP/DEP CON 119.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

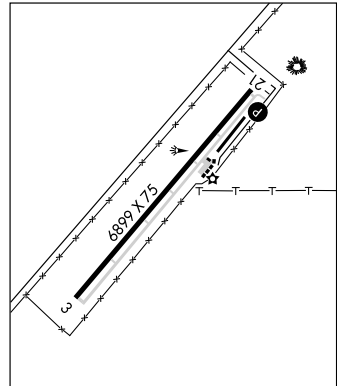
**FAIRFIELD (H) VORTACW** 116.6 FFU Chan 113 N40°16.49' W111°56.43' 046° 26.5 NM to fld. 7690/16E.

SALT LAKE CITY

COPTER

H-3D, L-9D, 11D

IAP



**HILL AFB** (HIF)(KHIF) AF 6 S UTC-7(-6DT) N41°07.44' W111°58.38' **SALT LAKE CITY**  
 4789 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE HIF Not insp. **COPTER**  
**RWY 14-32:** H13508X200 (PEM) PCN 68 R/B/W/T HIRL **H-3D, L-9C, 11D**  
**RWY 14:** ALSF2. REIL. PAPI(P4L). **RWY 32:** ODALS. REIL. PAPI(P4L). Rgt tfc. **DIAP, AD**  
**RUNWAY DECLARED DISTANCE INFORMATION**  
**RWY 14:** TORA—13508 TODA—13508  
**RWY 32:** TORA—13508 TODA—13508  
**ARRESTING GEAR/SYSTEM**  
**RWY 14** BAK—14 BAK—12B(B) (1250') HOOK BAK—12B(B) (2574')  
 HOOK BAK—12B(B) (2592') BAK—14 BAK—12B(B) (1258') **RWY 32**  
**MILITARY SERVICE:** LGT PAPI rwy reference point and ILS rwy point of intercept not coincidental. Tallest lgt on Rwy 32  
 ODALS 31' AGL. ODALS Rwy 32 are NSTD 1460'. **A-GEAR** BAK—12A dep end active rwy in raised position, 15  
 minute (30 minute non-duty hr) prior notice rqr to erect on apch end of active rwy. BAK—12B/14 on req from  
 twr.  
**JASU** 4(MA-1A) 7(A/M32A-86) 5(AM32A-60) **FUEL** J8 **FLUID** SP PRESAIR LHOX LOX De-Ice  
**OIL** 0-128-133-148-156, JOAP-4 hr prior notice rqr DSN 777-1861. **TRAN ALERT** Opr 24 hrs Mon 0700Z thru  
 Sat 0700Z, Sat-Sun 1500-0700Z. De-icing avbl all acft. Limited fleet svc avbl (lavatory only) 24 hr prior  
 notice.  
**MILITARY REMARKS:** Opr 24 hrs Mon 0700Z thru Sat 0700Z, Sat-Sun 1500-0700Z. See FLIP AP/1 Supplementary  
 Arpt Remark. **RSTD** Engine running offloads unauthorized. PPR all acft ctc Base OPS DSN 777-1861,  
 C801-777-1861. Tran acft with unexpended live ordnance unauthorized without prior coordination.  
 Lifeguard/MEDEVAC/Search and Rescue/Mission essential acft ctc Base OPS DSN 777-1861,  
 C801-777-1861 fax extension 2221 as soon as possible prior to arrival to ensure coordination will be  
 completed. VIP acft ctc PTD 30 min prior to ETA with firm block time. Twy D east of rwy is clsd. **CAUTION** Parachute  
 Jumping exercises E of Ogden Arpt, 4 NM N of HIF 1 NM E of final. Heavy airline and civilian tfc on apch and dep.  
 Strict adherence to ATC altitude and heading mandatory. Expect turbulence apch and ldg Rwy 14 during medium  
 to high sfc winds. Wind velocity may vary from apch to departure end of rwy. Do not mistake Ogden Arpt 4.5 NM  
 N for Hill AFB. Acft departures should not exceed 6300' until past departure end of rwy to avoid overhead tfc  
 pat. **TFC PAT** TPA—Rectangular 6300(1511), overhead 6800(2011), maintain 6800(2011) until turning base leg.  
 USAF (AF, ANG, AFRC) fighter acft expect reduced rwy separation day, VFR—3000' between similar acft, 6000'  
 between dissimilar acft. Variations exist for different type opr. Tran fighter acft must notify twr on initial ctc if  
 reduced rwy separation is not desired. Right breaks for Rwy 32. **NS ABTMT** Strict adherence to NS ABTMT rqr. Tran  
 acft restricted to straight-in full stop only on weekends, holiday, and on weekdays between 0000 -1500Z daily.  
**CSTMS/AG/IMG** CSTMS/IMG avbl to ACC and AMC fit. **MISC** First 1500' Rwy 14 and first 1500' Rwy 32 concrete.  
 Utah Test and Training Range OPS see CLOVER CONTROL. Obsn/forecast avbl Mon 1200Z-Fri 2300Z, clsd  
 weekends. ctc Hill AFB wx DSN 777-2018.  
**COMMUNICATIONS:** SFA ATIS 134.925 397.9 PTD 139.3 371.95  
**® SALT LAKE CITY APP/DEP CON** 121.1 319.25  
**TOWER** 127.15 263.15 251.05 (Opr 24 hrs Mon 0700Z thru Sat 0700Z, Sat-Sun 1500-0700Z)  
**GND CON** 121.6 275.8 **CLNC DEL** 124.1 335.8  
**HILL COMD POST** (ACC-RAYMOND 23, others CONVOY.) 381.3 **PMSV METRO** 342.3 Wx flight forcaster on duty Mon  
 0600Z-Fri 2300Z, clsd weekends, holidays, and wing down days exc for forcaster and observed inclement  
 wx DSN 777-2018. C801-777-2018. During wx flight closures remote briefing svc avbl from 25 OWS Davis  
 Monthan AFB DSN 228-6598 C520-228-7361. Ceilings and visibility are frequently lower on the N end of the  
 rwy and E-SE along mountain.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGD.  
**OGDEN (L) VORTACW** 115.7 OGD Chan 104 N41°13.45' W112°05.90' 123° 8.3 NM to fld. 4223/14E.  
**(L) TACAN** Chan 49 HIF (111.2) N41°07.23' W111°57.82' at fld. 4806/14E. NOTAM FILE HIF.  
**TACAN** unusable:  
 003°-123° byd 5 NM blo 13,500' 123°-138° byd 10 NM  
 003°-123° byd 10 NM 333°-003° byd 22 NM.  
**ILS** 109.9 I-HIF Rwy 14.

**HUNTINGTON MUNI** (69V) 3 NE UTC-7(-6DT) N39°21.67' W110°55.02'

DENVER

5915 B FUEL 100LL NOTAM FILE CDC

L-9D

RWY 08-26: H4048X75 (ASPH) S-12.5 MIRL 0.8% up W

IAP

RWY 08: Thld dsplcd 214'. Fence. RWY 26: Fence.

RWY 12-30: 3640X70 (DIRT) S-6 1.2% up NW

RWY 12: Fence. RWY 30: Tree.

RWY 18-36: 2079X56 (DIRT) 0.6% up NE

**AIRPORT REMARKS:** Unattended. Fuel 24 hr credit card svc avbl. Rwy 08-26 no line of sight between rwy ends. Small amounts of vegetation on Rwy 12-30. Small amounts of vegetation on Rwy 18-36. ACTIVATE MIRL Rwy 08-26—122.8.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SALT LAKE CENTER APP/DEP CON 133.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUC.

CARBON (H) VORW/DME 115.5 PUC Chan 102 N39°36.19' W110°45.21' 194° 16.4 NM to fld. 5830/14E.

## HURRICANE

**GENERAL DICK STOUT FLD** (1L8) 3 S UTC-7(-6DT) N37°08.33' W113°18.38'

LAS VEGAS

3347 S4 FUEL 100LL, JET A NOTAM FILE CDC

L-9C

RWY 18-36: H3410X40 (ASPH) S-3

RWY 18: Rgt tfc. RWY 36: Fence.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr credit card svc avbl.

Parachute Jumping. Rwy 18-36 undulating surface. Rwy

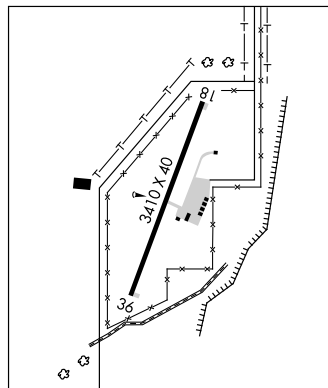
18-36—Pilots at end of rwy cannot see acft at other end.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

ST. GEORGE (T) VORW/DME 109.8 OZN Chan 35 N37°05.28'

W113°35.51' 062° 14.1 NM to fld. 2901/15E.



**JUNCTION** (U13) 1 N UTC-7(-6DT) N38°15.00' W112°13.53'

LAS VEGAS

6069 NOTAM FILE CDC

L-9C

RWY 17-35: H4505X60 (ASPH)

RWY 17: Hill. RWY 35: Tree.

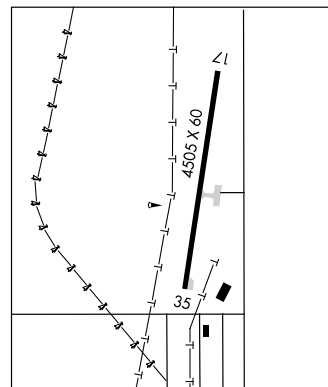
**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35'

W112°18.23' 351° 33.8 NM to fld. 9040/15E.



**KANAB MUNI** (KNB) 2 S UTC-7(-6DT) N37°00.67' W112°31.87'

4868 B S4 FUEL 100LL, JET A NOTAM FILE CDC

RWY 01-19: H6193X75 (ASPH) S-12.5 MIRL 0.7% up NE

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. RWY 19: Building.

**AIRPORT REMARKS:** Attended dawn-dusk. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.175 (435) 644-2267.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

L.A. CENTER APP/DEP CON 124.2

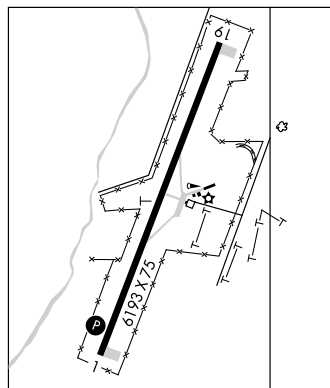
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

**BRUCE CANYON (H) VORTACW** 112.8 BCE Chan 75 N37°41.35' W112°18.23' 180° 42.1 NM to fld. 9040/15E.

LAS VEGAS

H-41, L-9C

IAP



## LOA

**WAYNE WONDERLAND** (38U) 3 SE UTC-7(-6DT) N38°21.75' W111°35.76'

7023 B S4 FUEL 100LL NOTAM FILE CDC

RWY 13-31: H5900X75 (ASPH) S-16 MIRL

RWY 31: Fence.

**AIRPORT REMARKS:** Unattended. For fuel call the arpt manager 435-836-2826/691-1045. ACTIVATE MIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**HANKSVILLE (H) VORTACW** 115.9 HVE Chan 106 N38°25.01' W110°41.98' 251° 42.4 NM to fld. 4430/15E.

LAS VEGAS

H-3D, L-9C

**LOGAN-CACHE** (LGU) 3 NW UTC-7(-6DT) N41°47.48' W111°51.10'

4457 B S4 FUEL 100LL, JET A OX 1, 2 Class IV ARFF Index A NOTAM FILE LGU

RWY 17-35: H9020X100 (ASPH) S-24, D-68 MIRL

RWY 17: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 39'.

RWY 10-28: H5005X60 (ASPH) S-12

RWY 28: Thld displcd 215'. Railroad.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 10: TORA-5005 TODA-5005 ASDA-5005 LDA-5005

RWY 28: TORA-5005 TODA-5005 ASDA-5005 LDA-5005

**AIRPORT REMARKS:** Attended 1500-0200Z+. 100LL fuel 24 hr credit card svc avbl. For fuel svc after hours call 435-753-2221 or 435-752-5955. Rwy 10-28 rutting, broken pavement and weeds growing through the asphalt on the rwy and twy. Rwy 10-28 horizontal and lateral cracking. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (435) 752-6941.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**FRANCIS PEAK RCO** 122.2 (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LGU.

**BRIGHAM CITY (L) VORW/DME** 112.9 LHO Chan 76 N41°47.57'

W112°00.59' 077° 7.1 NM to fld. 5358/14E.

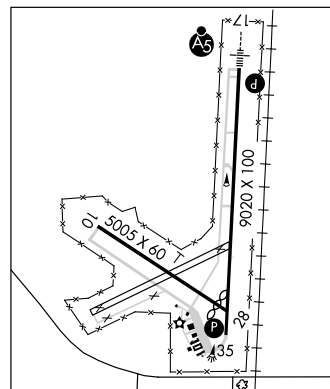
VOR portion unusable 355°-270° byd 12 NM; 270°-355° byd 15 NM.

ILS/DME 109.15 I-LGU Chan 28(Y) Rwy 17. Class IE. LOC unusable byd 5 NM abv 9000', abv 6000' at thld, byd 25° left of course.

SALT LAKE CITY

H-3D, L-11D

IAP



**LUCIN** N41°21.78' W113°50.44' NOTAM FILE CDC.

(H) VORTAC 113.6 LCU Chan 83 at Lucin (Pvt). 4400/17E.

VORTAC unusable 180°-240° beyond 35 NM below 12,000'

RCO 122.1R 113.6T (CEDAR CITY RADIO)

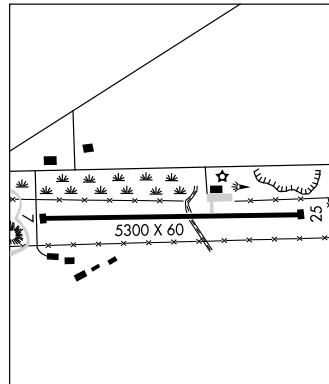
SALT LAKE CITY

H-3C, L-11C



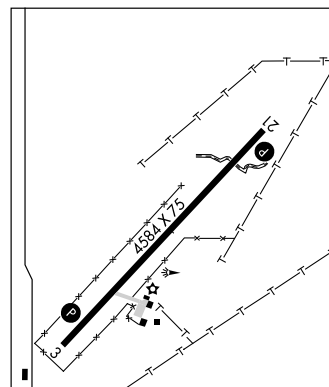
**MANILA** (40U) 2 E UTC-7(-6DT) N40°59.16' W109°40.71'  
 6175 B NOTAM FILE CDC  
 RWY 07-25: H5300X60 (ASPH) S-26 MIRL  
 RWY 07: Hill.  
 AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 07-25—CTAF.  
 COMMUNICATIONS: CTAF/UNICOM 122.8  
 RADIO AIDS TO NAVIGATION: NOTAM FILE VEL.  
 VERNAL (L) VORW/DME 108.2 VEL Chan 19 N40°22.74'  
 W109°29.60' 332° 37.4 NM to fld. 5344/15E.

SALT LAKE CITY  
 H-3D, L-9D, 11D



**MANTI-EPHRAIM** (41U) 4 NE UTC-7(-6DT) N39°19.75' W111°36.88'  
 5500 B S2 NOTAM FILE CDC  
 RWY 03-21: H4584X75 (ASPH-PFC) S-24 MIRL  
 RWY 03: PAPI(P2L)—GA 3.0° TCH 40'. Road.  
 RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. P-lines.  
 AIRPORT REMARKS: Unattended. For svcs call 435-851-2797.  
 ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.  
 COMMUNICATIONS: CTAF/UNICOM 122.8  
 RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.  
 HANKSVILLE (H) VORTACW 115.9 HVE Chan 106 N38°25.01'  
 W110°41.98' 307° 69.5 NM to fld. 4430/15E.

LAS VEGAS  
 L-9C



**MEGGI** N37°47.47' W113°01.29' NOTAM FILE CDC.  
 NDB (LOM) 217 EC 200° 6.5 NM to Cedar City Rgnl. Unusable 070°-150° byd 8 NM blo 14,000'.

LAS VEGAS

**MICHAEL AAF** (DUGWAY PROVING GROUND) (DPG)(KDPG) A 9 W UTC-7(-6DT)  
 N40°11.84' W112°56.10'  
 4349 B TPA—See Remarks NOTAM FILE CDC Not insp.  
 RWY 12-30: H11000X150 (PEM-GRVD) PCN 73 R/B/W/T HIRL  
 RWY 12: SALS. PAPI(P4R). Thld dsplcd 1000'. RWY 30: PAPI(P4L) AF OVRN. Thld dsplcd 1002'.  
 ARRESTING GEAR/SYSTEM

SALT LAKE CITY  
 H-3D, L-9C, 11C  
 DIAP, AD

HOOK E5 (1965) → RWY 30  
 MILITARY SERVICE: LGT ACTIVATE HIRL Rwy 12-30, twy lghts—CTAF (VHF only). JASU 1(A/M32A-86)  
 1(A/M32A-60) FUEL J8. Identaplate rqr. TRAN ALERT Opr Mon-Thu 1400-0030Z except holidays.  
 MILITARY REMARKS: Attended Mon-Thu 1400-0030Z except holidays. See FLIP AP/1 Supplementary Arpt  
 Information. RSTD PPR for ldg and fuel; ctc Base OPS DSN 789-5322, C435-831-5322. CAUTION Potential for wild  
 animals to cross rwy and foreign object damage haz during high wind conditions. Bird activity monitored on  
 request. TFC PAT TPA—Fixed wing 6000(1651), Rotary wing 5000(651).  
 COMMUNICATIONS: CTAF 126.2 270.3  
 RANGE CON 36.1 126.2 270.0 CLOVER CON SOUTH 134.1 363.5 FIRE STATION 126.2R  
 RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.  
 (T) TACAN Chan 79 MIJ (113.2) N40°11.51' W112°55.34' at fld. 4347/13E. No NOTAM MP Mon  
 1300-1500Z.  
 DUGWAY NDB (HW) 284 DPG N40°10.95' W112°56.25' at fld.

**MILFORD MUNI/BEN AND JUDY BRISCOE FLD** (MLF) 2 N UTC-7(-6DT)

LAS VEGAS

H-3D, L-9C

IAP

N38°25.60' W113°00.75'

5039 B FUEL 100LL, JET A NOTAM FILE MLF

RWY 16-34: H5000X75 (ASPH) S-26 MIRL 0.3% up S

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 34: PAPI(P2L)—GA 3.0° TCH 42'.

**AIRPORT REMARKS:** Attended 1500-0000Z+. For svc after hours call 435-463-9565. Pilots advise if doing touch and go ldg. ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—122.8.

**WEATHER DATA SOURCES:** ASOS 135.025 (435) 387-5201.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.1T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLF.

(H) VORTAC 112.1 MLF Chan 58 N38°21.62' W113°00.79'  
345° 4.0 NM to fld. 4980/16E.

VOR unusable:

010°-030° byd 35 NM blo 10,400'

030°-040° byd 26 NM blo 10,800'

040°-080° byd 23 NM blo 13,700'

080°-100° byd 17 NM blo 12,900'

100°-115° byd 16 NM blo 11,600'

115°-125° byd 22 NM blo 11,600'

235°-275° byd 30 NM blo 11,300'

275°-300° byd 25 NM blo 11,200'

300°-320° byd 30 NM blo 9,300'

DME unusable:

010°-030° byd 20 NM blo 15,000'

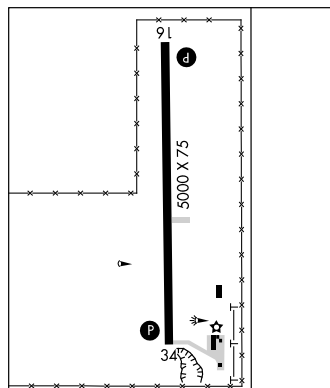
030°-055° byd 20 NM

055°-065° byd 10 NM

065°-080° byd 10 NM blo 14,000'

065°-080° byd 22 NM

080°-115° byd 10 NM



115°-125° byd 20 NM  
225°-240° byd 20 NM blo 16,000'  
240°-270° byd 15 NM blo 16,000'  
270°-305° byd 20 NM blo 16,000'  
305°-320° byd 20 NM blo 12,000'

**MOAB****CANYONLANDS FLD** (CNY) 18 NW UTC-7(-6DT) N38°45.30' W109°45.29'

DENVER

H-3D, L-9D

IAP

4557 B S2 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE CNY

RWY 03-21: H7100X75 (ASPH-PFC) S-25 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40'. P-line.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

RWY 21: TORA-7100 TODA-7100 ASDA-7100 LDA-7100

**AIRPORT REMARKS:** Attended 1500-0000Z+. ACTIVATE MIRL Rwy 03-21 PAPI Rwy 03 and Rwy 21 and REIL Rwy 03 and Rwy 21—CTAF.

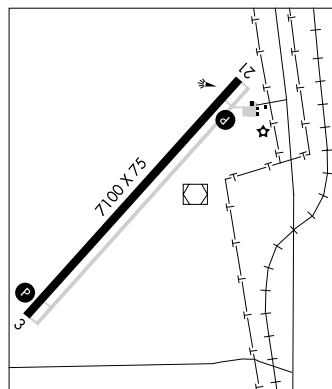
**WEATHER DATA SOURCES:** ASOS 118.525 (435) 259-8576.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MOAB RCO 122.3 (CEDAR CITY RADIO)

® DENVER CENTER APP/DEP CON 134.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

MOAB (T) VORW/DME 109.8 OAB Chan 35 N38°45.37'  
W109°44.96' at fld. 4542/15E.

**MOAB** N38°45.37' W109°44.96' NOTAM FILE CDC.

DENVER

L-9D

(T) VORW/DME 109.8 OAB Chan 35 at Canyonlands Fld. 4542/15E.

VOR portion unusable 275°-287° blo 6,700 and 275°-290° byd 10 NM.

DME portion unusable 030°-045° byd 15 NM blo 9,000', 175°-185° byd 15 NM blo 10,000'.

RCO 122.3 (CEDAR CITY RADIO)

**MONTICELLO** (U43) 3 N UTC-7(-6DT) N37°56.23' W109°20.79'

DENVER

L-90

6998 B FUEL 100LL, JET A NOTAM FILE CDC

RWY 16-34: H4817X75 (ASPH) S-11 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 42'. Tree.

RWY 34: PAPI(P2L)—GA 3.0° TCH 42'

**AIRPORT REMARKS:** Unattended. 24 hr self svc credit card fuel facility.

Do not land at arpt under construction on east side of highway.

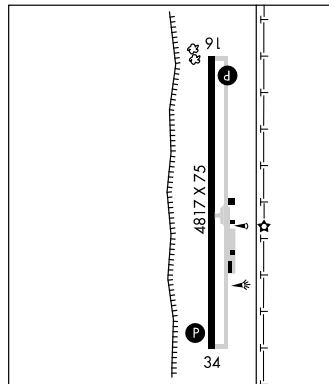
Land at existing arpt on west side of highway. Rwy 16-34 has 5' to 10' hill along W side entire length 100' from centerline. No line of sight between rwy ends. 15' drop off 165' from Rwy 34 end.

ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34 —CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53'

W108°55.88' 277° 21.2 NM to fld. 6990/14E.

**MORGAN CO** (42U) 8 NW UTC-7(-6DT) N41°08.93' W111°46.00'

SALT LAKE CITY

COPTER

L-9C, 11D

5020 S2 OX 3 TPA-6000(980) NOTAM FILE CDC

RWY 03-21: H3904X50 (ASPH)

RWY 03: Thld dspcd 212'. Road.

RWY 21: Thld dspcd 214'. Trees.

**AIRPORT REMARKS:** Attended Nov-Mar unattended, Apr-Oct Sun-Mon

unattended Apr-Oct Tue-Sat 1700-0100Z+. Extensive glider and

ultralight activity on and invof arpt. Deer and moose invof arpt.

Trees, fences and hangers 125' from centerline both sides Rwy

03-21. Hangars north Rwy 03 thld, 5' fence 120' north Rwy 21

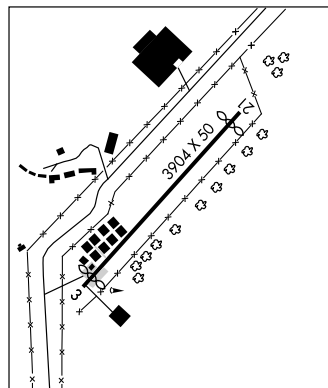
thld and trees north Rwy 03-21 midfield. Rwy 03-21 breaking

action fair. Rwy may be slippery when warm or hot.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGD.

OGDEN (L) VORTACW 115.7 OGD Chan 104 N41°13.45'

W112°05.90' 096° 16 NM to fld. 4223/14E.

**MOUNT PLEASANT** (43U) 2 SW UTC-7(-6DT) N39°31.59' W111°28.57'

LAS VEGAS

L-90

5830 B NOTAM FILE CDC

RWY 02-20: H4242X60 (ASPH) MIRL

RWY 02: Brush. RWY 20: Thld dspcd 200'. Road.

**AIRPORT REMARKS:** Unattended. Extensive ultralight and model airplane

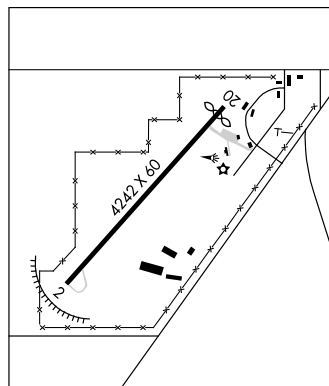
activity on and invof arpt. No line of sight between rwy ends due to

hump in rwy. ACTIVATE MIRL Rwy 02-20—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

DELTA (H) VORTACW 116.1 DTA Chan 108 N39°18.14'

W112°30.33' 058° 49.7 NM to fld. 4600/16E.



**MYTON** N40°08.95' W110°07.66' NOTAM FILE CDC.

(H) **VORTAC** 112.7 MTU Chan 74 268° 11.9 NM to Duchesne Muni. 5396/14E.

**RCO** 122.1R 112.7T (CEDAR CITY RADIO)

**SALT LAKE CITY**

H-3D, L-9D, 11D

**NEPHI MUNI** (U14) 3 NW UTC-7(-6DT) N39°44.20' W111°52.20'

**LAS VEGAS**

5022 B **FUEL** 100LL, JET A NOTAM FILE CDC

H-3D, L-9C

**RWY 16-34:** H6298X100 (ASPH) S-21, D-30 MIRL

**RWY 16:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.

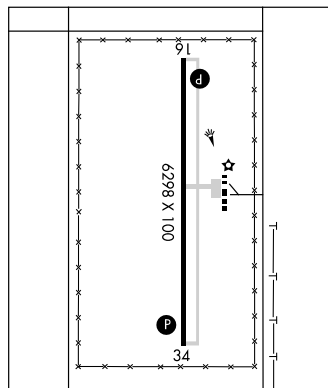
**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs, self svc credit card system. ACTIVATE MIRL Rwy 16-34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (435) 623-1397.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVU.

**PROVO (T) VORW/DME** 108.4 PVU Chan 21 N40°12.90'  
W111°43.28' 179° 29.5 NM to fld. 4493/15E.



**OGDEN-HINCKLEY** (OGD) 3 SW UTC-7(-6DT) N41°11.74' W112°00.78'

SALT LAKE CITY

4473 B S4 FUEL 100, JET A1 + OX 1, 2 TPA—See Remarks Class I, ARFF Index B

COPTER

NOTAM FILE OGD

H-3D, L-9C, 11D

RWY 03-21: H8103X150 (ASPH-GRVD) S-75, D-120, ST-152 HIRL

IAP, AD

RWY 03: MALS. PAPI(P4L)—GA 3.0° TCH 56'. Trees. 0.8% down.

RWY 21: PAPI(P4L)—GA 3.0° TCH 50'. Thld displcd 851'. Sign. Rgt tfc. 0.6% up.

RWY 16-34: H5195X150 (ASPH-PFC) PCN 63 F/A/X/T

MIRL 0.4% up S

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Ditch. Rgt tfc.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Sign.

RWY 07-25: H3618X150 (ASPH) S-12.5 0.4% up W

RWY 07: REIL. VASI(V4L)—GA 3.5° TCH 50'.

RWY 25: Rgt tfc.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 03	07-25	4700
RWY 07	03-21	3450
RWY 21	16-34	4550
RWY 34	07-25	3850

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03:	TORA-8103	TODA-8103	ASDA-7252	LDA-7252
RWY 07:	TORA-3618	TODA-3618	ASDA-3618	LDA-3618
RWY 16:	TORA-5195	TODA-5195	ASDA-5195	LDA-5195
RWY 21:	TORA-8103	TODA-8103	ASDA-8103	LDA-7252
RWY 25:	TORA-3618	TODA-3618	ASDA-3618	LDA-3618
RWY 34:	TORA-5195	TODA-5195	ASDA-5195	LDA-5195

**AIRPORT REMARKS:** Attended continuously. Parachute jumping on arpt between Rwy 21 and Rwy 25. No multiple approaches. Heavy volume of Military acft flying over Ogden Arpt at 5700'-6300' MSL enroute to Hill AFB. No practice approaches—full stop ldg only from 0500-1400Z. Rwy 07-25 numerous large and deep cracks, break-outs and ravelling. Rwy 07-25 massive crack-sealing has obliterated much of the marking. CLOSED to acft ops with more than 30 passenger seats except PPR, minimum 60 min notice required, call arpt manager 801-629-8251/549-4081/625-5569. No snow removal after twr closes. Arpt sfc condition unmonitored 0300-1400Z. TPA-5200(727) rqr due to interfacing tfc from Hill AFB. When twr clsd ACTIVATE HIRL Rwy 03-21, MIRL Rwy 16-34 and twy lgts—CTAF. Rwy 07-25 not avbl when twr clsd.

**WEATHER DATA SOURCES:** ASOS 125.55 (801) 622-5600. LAWRS.**COMMUNICATIONS:** CTAF 118.7 ATIS 125.55 UNICOM 122.95

RCO 122.45 (CEDAR CITY RADIO)

① SALT LAKE CITY APP/DEP CON 121.1

TOWER 118.7 (1400-0300Z) GND CON 121.7

**AIRSPACE:** CLASS D svc 1400-0300Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OGD.

(L) VORTACW 115.7 OGD Chan 104 N41°13.45' W112°05.90' 100° 4.2 NM to fld. 4223/14E.

VOR portion unusable:

030°-070° byd 25 NM blo 17,000'

355°-030° byd 15 NM

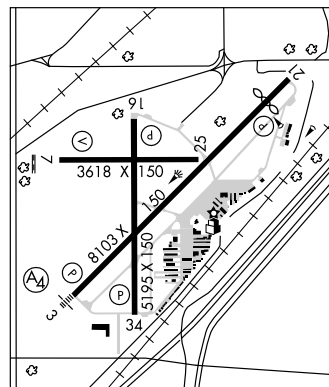
070°-130° byd 15 NM

DME unusable:

255°-280° byd 30 NM blo 11,000'

355°-130° byd 15 NM

ILS/DME 111.7 I-OGD Chan 54 Rwy 03 Class IT. ILS/DME unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.**PANGUITCH MUNI** (U55) 3 NE UTC-7(-6DT) N37°50.71' W112°23.52'

LAS VEGAS

6763 B S2 NOTAM FILE CDC

H-3D, L-9C

RWY 18-36: H5700X75 (ASPH) S-20 MIRL

RWY 18: PAPI(P2L). RWY 36: PAPI(P2L).

**AIRPORT REMARKS:** Unattended. Antelope on and in vicinity of arpt during summer months. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and PAPI Rwy 36—CTAF.**WEATHER DATA SOURCES:** AWOS-3 133.125 (435) 676-8784.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BCE.

BRYCE CANYON (H) VORTACW 112.8 BCE Chan 75 N37°41.35' W112°18.23' 321° 10.2 NM to fld. 9040/15E.

**PAROWAN** (1L9) 1 NE UTC-7(-6DT) N37°51.58' W112°48.96'

**LAS VEGAS**

5930 B S3 FUEL 100LL, JET A OX 1,2,4 NOTAM FILE CDC

H-3D, L-9C

RWY 04-22: H5000X75 (ASPH) S-12.5 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road. Rgt tfc.

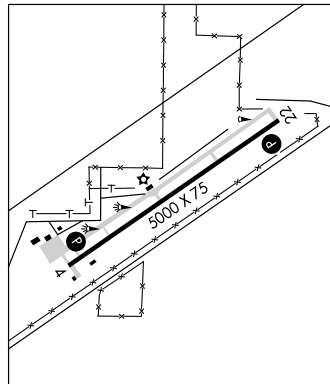
**AIRPORT REMARKS:** Attended 1400-0000Z†. Prairie dog mounds and holes on rwy edges and twy. REIL Rwy 04 OTS indef. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04 and PAPI Rwy 22, REIL Rwy 04 and REIL Rwy 22—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

**CEDAR CITY (H) VORW/DME** 117.3 CDC Chan 120 N37°47.24'

W113°04.09' 054° 12.8 NM to fld. 5464/16E.



## PRICE

**CARBON CO RGNL/BUCK DAVIS FLD** (PUC) 3 E UTC-7(-6DT) N39°36.84' W110°45.09'

**DENVER**

5957 B S2 FUEL 100LL, JET A OX 1, 2 NOTAM FILE PUC

H-3D, L-9D

RWY 18-36: H8313X100 (ASPH-PFC) D-40 MIRL

IAP

RWY 18: PAPI(P2L)—GA 4.0° TCH 45'. Fence. 1.9% down.

RWY 36: MALSF. VASI(V2L)—GA 2.5° TCH 47'. 1.6% up.

RWY 14-32: H4514X75 (ASPH) S-13 MIRL 1.1% up NW

RWY 32: Road.

RWY 07-25: H3541X75 (ASPH) S-12.5 1.0% up E

RWY 25: Thld displcd 228'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-0100Z†, Sat-Sun 1500-0000Z†. Refuse dump ½ mile SW Rwy 36 thld—occasional smoke visibility hazard; bird hazard. Deer on and in the vicinity of arpt. Glider ops invof arpt SR-SS. Rwy 18 high voltage transmission line on extended centerline. Rwy 07 + 60' drop off 520' from rwy end. Rwy 14 + 40' drop off 250' from thld. Rwy 07-25 pavement cracking and separating. ACTIVATE MIRL Rwy 18-36 and Rwy 14-32 and MALSF Rwy 36—CTAF. VASI Rwy 36 and PAPI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** ASOS 135.425 (435) 637-2790.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.2 (CEDAR CITY RADIO)

SALT LAKE CENTER APP/DEP CON 133.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUC.

**(H) VORW/DME** 115.5 PUC Chan 102 N39°36.19' W110°45.21' at fld. 5830/14E.

VOR/DME unusable:

010°-070° byd 25 NM blo 14,000'

200°-275° byd 27 NM blo 13,000'

VOR unusable:

275°-300° byd 25 NM blo 12,000'

300°-330° byd 25 NM blo 13,500'

330°-010° byd 25 NM blo 17,300'

DME unusable:

275°-010° byd 27 NM blo 17,300'

275°-010° byd 35 NM.

**ILS/DME** 109.35 I-PUC Chan 30(Y) Rwy 36.

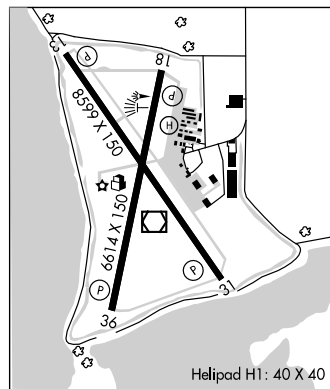
**PROVO MUNI** (PVU) 2 SW UTC-7(-6DT) N40°13.15' W111°43.40'**SALT LAKE CITY**4497 B S4 FUEL 100, JET A OX 4 TPA—See Remarks Class IV, ARFF Index A  
NOTAM FILE PVU**COPTER**

H-3D, L-9C, 11D

IAP, AD

**RWY 13-31:** H8599X150 (ASPH-PFC) S-65, D-85, ST-108, DT-140 HIRL**RWY 13:** REIL. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.**RWY 31:** PAPI(P2L). TCH 40'.**RWY 18-36:** H6614X150 (ASPH) S-50, D-70, ST-89, DT-110  
MIRL**RWY 18:** PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.**RWY 36:** PAPI(P2L)—GA 3.0° TCH 40'.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 13:** TORA-8599 TODA-8599 ASDA-8599 LDA-8599**RWY 18:** TORA-6614 TODA-6614 ASDA-6614 LDA-6614**RWY 31:** TORA-8599 TODA-8599 ASDA-8599 LDA-8599**RWY 36:** TORA-6614 TODA-6614 ASDA-6614 LDA-6614**AIRPORT REMARKS:** Attended Nov-May 1300-0400Z†, Jun-Oct 1300-0500Z†. For arpt svcs ctc 128.85. 24 hr PPR for unscheduled air carrier ops call airport manager 801-852-6715. Some twy directional signs unlighted. Be alert: helicopters arriving and departing from rwys and twys. TPA-5500(1003) single engine, 6000(1503) turbo/jet. NOTE: See Special Notice—Extensive Flight Training in vicinity of Provo Municipal Airport.**WEATHER DATA SOURCES:** AWOS-3 135.175 (801) 373-9782. LAWRS.**COMMUNICATIONS:** CTAF 125.3 ATIS 135.175Ⓡ **SALT LAKE CITY APP CON** 124.3Ⓡ **SALT LAKE CITY DEP CON** 118.85**TOWER** 125.3 **GND CON** 119.4 (1400-0400Z†)**AIRSPACE:** CLASS D svc 1400-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVU.(T) **VORW/DME** 108.4 PVU Chan 21 N40°12.90' W111°43.28' at fld. 4493/15E.

Unusable 350°-080° byd 10 NM.

**ILS/DME** 110.3 I-PVU Chan 40 Rwy 13. Class IT. LOC unusable inside threshold. Unmonitored when twr clsd.• • • • •  
**HELIPAD H1:** H40X40 (CONC)**RICHFIELD MUNI** (RIF) 1 SW UTC-7(-6DT) N38°44.19' W112°05.94'**LAS VEGAS**

5301 B S4 FUEL 100LL, JET A NOTAM FILE CDC

H-3D, L-9C

**RWY 01-19:** H6600X75 (ASPH) S-19 MIRL 0.4% up SW

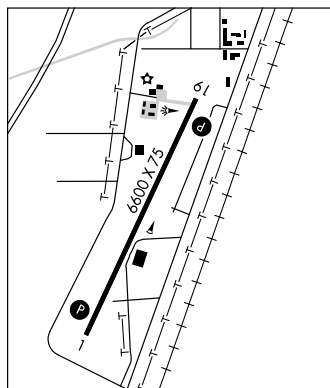
IAP

**RWY 01:** PAPI(P2L)—GA 3.5°. Tree. Rgt tfc.**RWY 19:** PAPI(P2L)—GA 3.5°. Pole.**AIRPORT REMARKS:** Attended 1530-0000Z†. For fuel after hours call 435-896-8918 or 435-896-3053. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF.**WEATHER DATA SOURCES:** AWOS-3 133.375 (435) 896-1775.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 (CEDAR CITY RADIO)

**SALT LAKE CENTER APP/DEP CON** 133.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.**DELTA (H) VORTACW** 116.1 DTA Chan 108 N39°18.14'

W112°30.33' 135° 38.9 NM to fld. 4600/16E.



**ROOSEVELT MUNI** (74V) 3 SW UTC-7(-6DT) N40°16.70' W110°03.08'**SALT LAKE CITY**

5172 B S4 FUEL 100LL, JET A NOTAM FILE CDC

H-3D, L-9D, 11D

RWY 07-25: H6500X75 (ASPH) S-12 MIRL 1.0% up W

IAP

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Brush.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1600-0100Z±. For svc call 435-724-0539 or 435-722-5001. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 07 and Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.975 (435) 722-4201.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MYTON RCO 122.1R 112.7T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

MYTON (H) VORTAC 112.7 MTU Chan 74 N40°08.95' W110°07.66' 010° 8.7 NM to fld. 5396/14E.

**ST GEORGE MUNI** (SGU) 1 W UTC-7(-6DT) N37°05.44' W113°35.58'**LAS VEGAS**

2941 B S4 FUEL 100LL, JET A OX 2 Class III, ARFF Index A NOTAM FILE SGU

H-41, L-9C

RWY 16-34: H6606X100 (ASPH-GRVD) S-26 MIRL 1.1% up N

IAP

RWY 16: REIL. PAPI(P2L)—GA 4.0° TCH 44'. Thld displcd 195'.

Road.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 43'.

**RUNWAY DECLARE DISTANCE INFORMATION**

RWY 16: TORA-6606 TODA-6606 ASDA-6606 LDA-6411

RWY 34: TORA-6411 TODA-6411 ASDA-6411 LDA-6411

**AIRPORT REMARKS:** Attended 1300-0600Z±. 100LL fuel avbl 24 hrs via self serve credit card pump. CLOSED to Air Carrier ops with more than 30 passenger seat except PPR. Call arpt ops 435-703-0805. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and 34—CTAF.**WEATHER DATA SOURCES:** AWOS-3 135.075 (435) 634-0940.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 (CEDAR CITY RADIO)

L.A. CENTER CLNC DEL 133.3

**AIRSPACE:** CLASS E svc 24 hrs.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

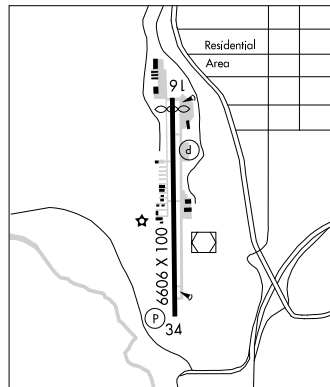
(T) VORW/DME 109.8 OZN Chan 35 N37°05.28'

W113°35.51' at fld. 2901/15E.

VOR/DME unusable:

210°-235° beyond 15 NM below 8,500'

235°-270° beyond 15 NM below 9,700'



270°-350°

350°-020° beyond 10 NM below 14,000'.

**SALINA-GUNNISON** (44U) 5 NE UTC-7(-6DT) N39°01.75' W111°50.30'**LAS VEGAS**

5159 B NOTAM FILE CDC

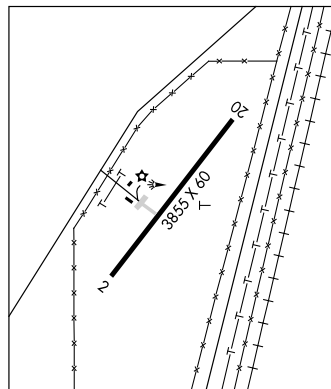
L-9C

RWY 02-20: H3855X60 (ASPH) S-6 MIRL

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 02-20—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

DELTA (H) VORTACW 116.1 DTA Chan 108 N39°18.14'

W112°30.33' 102° 35.2 NM to fld. 4600/16E.





**SALT LAKE CITY****SALT LAKE CITY INTL** (SLC) 3 W UTC-7(-6DT) N40°47.30' W111°58.67'**SALT LAKE CITY**4227 B S4 FUEL 80, 100, 100LL, JET A1 OX 1, 2, 3, 4 LRA Class I, ARFF Index E  
NOTAM FILE SLC**COPTER****H-3D, L-9C, 11D****IAP, AD****Rwy 16L-34R:** H12004X150 (ASPH-GRVD) S-60, D-200, ST-175, DT-350, DDT-850 HIRL CL**Rwy 16L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70'.**Rwy 34R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'.**Rwy 16R-34L:** H12000X150 (CONC-GRVD) S-60, D-200, ST-175,

DT-350, DDT-850 HIRL CL

**Rwy 16R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'.**Rwy 34L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'.**Rwy 17-35:** H9596X150 (ASPH-GRVD) S-60, D-200, ST-175,

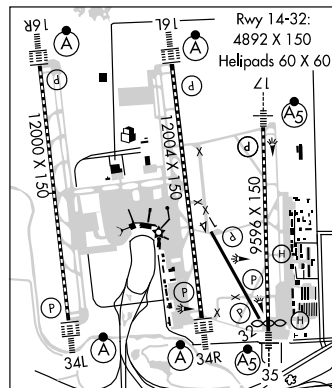
DT-350, DDT-850 HIRL CL

**Rwy 17:** TDZL. MALSR. PAPI(P4R)—GA 3.0° TCH 76'.**Rwy 35:** TDZL. MALSR. PAPI(P4L)—GA 3.0° TCH 74'. Thld dsplcd 324'. Road.**Rwy 14-32:** H4892X150 (ASPH-GRVD-PFC) S-60, D-200,

DT-350, DDT-850 HIRL

**Rwy 14:** PAPI(P4L)—GA 3.0° TCH 40'.**Rwy 32:** PAPI(P4L)—GA 3.0° TCH 41'.**RUNWAY DECLARED DISTANCE INFORMATION****Rwy 14:** TORA-4892 TODA-4892 ASDA-4892 LDA-4892**Rwy 16L:** TORA-12004 TODA-12004 ASDA-12004 LDA-12004**Rwy 16R:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000**Rwy 32:** TORA-4892 TODA-4892 ASDA-4892 LDA-4892**Rwy 34L:** TORA-12004 TODA-12004 ASDA-12004 LDA-12004**Rwy 34R:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000**AIRPORT REMARKS:** Attended continuously. CAUTION: Flocks of birds on and in/ovf arpt. Due to t/c volume, local departure and arrival ops are discouraged and delays can be expected between 1700-1900Z and 0300-0600Z. Special VFR is not recommended at the arpt, if req, expect delays. ASDE-X Surveillance System in use: Pilots should opt transponders with Mode C on all twys and rwys. Touchdown, midpoint and rollout rwy visual range Rwy 16L, Rwy 34R, Rwy 34L, Rwy 34L. Touchdown and rollout rwy visual range Rwy 17, Rwy 35.

Rwy 14-32 taxi ops only blo 1,200 ft RVR. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (801) 328-3567. TDWR.**COMMUNICATIONS:** D-ATIS 125.625 124.75 (801) 325-9749 **UNICOM** 122.95**RCO** 122.4 (CEDAR CITY RADIO)**(R) SALT LAKE CITY APP/DEP CON** 120.9 (S of 41° latitude below 8000') 121.1 (N of 41° latitude below 8000') 124.3 (110°-160° above 8,000') 124.9 (300°-340° above 8000') 126.25 (250°-300° above 8000') 128.1 (160°-250° above 8000') 135.5 (340°-110° above 8000').**TOWER** 118.3 (Rwy 17-35 and Rwy 14-32) 119.05 (Rwy 16L-34R) 132.65 (Rwy 16R-34L)**GND CON** 121.9 (Rwy 17-35 and Rwy 14-32) 133.65 (Rwy 16R-34L and Rwy 16L-34R) **CLNC DEL** 127.3**PRE-TAXI CLNC** 127.3 **PRE-DEP CLNC** 127.3**AIRSPACE:** CLASS B See VFR Terminal Area Chart. Ctc APP CON 120.9.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.**WASATCH (H) VORTACW** 116.8 TCH Chan 115 N40°51.02' W111°58.92' 161° 3.7 NM to fld. 4220/16E.**ILS/DME** 111.9 I-UUH Chan 56 Rwy 34L. Class IIIE. DME also serves ILS Rwy 16R.**ILS/DME** 111.9 I-UAT Chan 56 Rwy 16R. Class IIIE. DME also serves ILS Rwy 34L.**ILS/DME** 109.5 I-MOY Chan 32 Rwy 16L.**ILS/DME** 109.5 I-SLC Chan 32 Rwy 34R. Class IIIE.**ILS/DME** 111.5 I-BNT Chan 52 Rwy 17. Class IE. DME also serves ILS Rwy 35.**ILS/DME** 111.5 I-UTJ Chan 52 Rwy 35. Class IE. DME service provided by ILS Rwy 17.**HELIPAD HB:** H60X60 (ASPH)**HELIPAD HF:** H60X60 (ASPH)**HELIPORT REMARKS:** Helipads B and F located on general aviation aprons.

**SOUTH VALLEY RGNL** (U42) 7 SW UTC-7(-6DT) N40°37.17' W111°59.57'  
 4607 B S4 FUEL 100LL, JET A OX 1, 3 TPA-5407(800) NOTAM FILE CDC  
**RWY 16-34:** H5860X100 (ASPH) S-12.5 MIRL  
**RWY 16:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.  
**RWY 34:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 238'.  
 Road.

**AIRPORT REMARKS:** Attended 1400-0400Z+. Flocks of birds on and in-  
 volf arpt. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy  
 34—CTAF. PAPI Rwy 16 and Rwy 34 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 134.425 (801) 562-0271 (801)  
 566-2084.

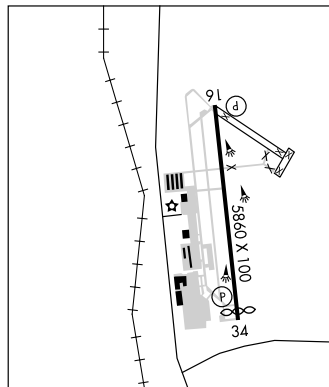
**COMMUNICATIONS:** CTAF/UNICOM 122.7

® SALT LAKE CITY APP/DEP CON 120.2 124.3 CLNC DEL 127.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.

**WASATCH (H) VORTACW** 116.8 TCH Chan 115 N40°51.02'  
 W111°58.92' 166° 13.8 NM to fld. 4220/16E.

**SALT LAKE CITY**  
**COPTER**  
 H-3D, L-9C, 11D  
 IAP



**SKYPARK** (See BOUNTIFUL)

**SOUTH VALLEY RGNL** (See SALT LAKE CITY)

**SPANISH FORK-SPRINGVILLE** (U77) 2 NW UTC-7(-6DT) N40°08.50' W111°39.68'

4529 B S4 FUEL 100LL, JET A OX 1, 2 TPA-See Remarks NOTAM FILE CDC

**RWY 12-30:** H5700X100 (ASPH) S-24 MIRL

**RWY 12:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

**RWY 30:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 290'. Road. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri continuously. Self serve 100LL avbl anytime with credit card. For Jet A fuel call  
 801-798-9888. Deer on and in-vo of arpt. Dec-Feb expect up to 24 hrs after storm before rwy plowing. Residual  
 snow and ice on rwy after plowing. For status call 801-798-9888/9. Rwy 30 rgt tfc for rotary wing acft only.  
 TPA-5529(1000) for fixed wing acft, 5029(500) for rotary wing acft. Noise abatement procedures in effect. Call  
 arpt manager 801-798-9888. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 12  
 and Rwy 30 opr continuously.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVU.

**PROVO (T) VORW/DME** 108.4 PVU Chan 21 N40°12.90' W111°43.28' 133° 5.2 NM to fld. 4493/15E.

**SALT LAKE CITY**  
**COPTER**  
 H-3D, L-9C, 11D

**TOOELE** N40°36.65' W112°20.86' NOTAM FILE CDC.

**NDB (MHW)** 371 TVY at Bolinder Fld-Tooele Valley. Unusable 200°-250° byd 15 NM.

**SALT LAKE CITY**  
**L-9C, 11C**

**TOOELE****BOLINDER FLD—TOOELE VALLEY** (TVY) 5 NW UTC-7(-6DT) N40°36.75' W112°21.05'**SALT LAKE CITY**

H-3D, L-9C, 11C

IAP

4322 B FUEL 100LL NOTAM FILE CDC.

RWY 17-35: H6100X100 (ASPH) S-30 MIRL 0.8% up S

RWY 17: MALS: PAPI(P4R)—GA 3.0° TCH 45'.

RWY 35: REIL: PAPI(P4L)—GA 3.0° TCH 45'. Thld dsplcd 50'. Road.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. ACTIVATE MIRL

Rwy 17-35, MALS: Rwy 17, REIL Rwy 35 and PAPI Rwy 17 and

Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.725 (435) 882-6648**COMMUNICATIONS:** CTAF/UNICOM 123.0

SALT LAKE CITY APP/DEP COM 135.5

SALT LAKE CITY CLNC DEL 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLC.

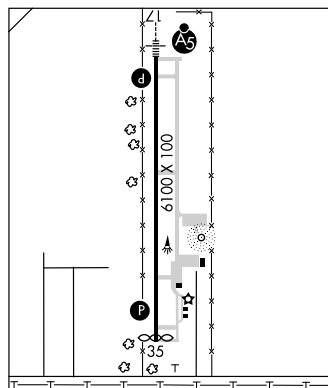
WASATCH (H) VORTACW 116.8 TCH Chan 115 N40°51.02'

W111°58.92' 214° 22.1 NM to fld. 4220/16E.

**TOOELE NDB (MHW)** 371 TVY N40°36.65' W112°20.86' at fld.

Unusable 200°-250° byd 15 NM. NOTAM FILE CDC.

ILS/DME 111.5 I-TVY Chan 48(Y) Rwy 17. Class IT.

**VERNAL RGNL** (VEL) 1 SE UTC-7(-6DT) N40°26.46' W109°30.60'**SALT LAKE CITY**

H-3D, L-9D, 11D

IAP

5278 B S4 FUEL 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE VEL

RWY 16-34: H6201X150 (ASPH) S-45, D-55 MIRL

RWY 16: REIL: PAPI(P4L)—GA 3.0° TCH 54'. Pole.

RWY 34: REIL: PAPI(P4L)—GA 3.0° TCH 43'. Trees.

RWY 07-25: H4108X60 (ASPH) S-12.5 MIRL 1.1% up W

RWY 07: REIL: PAPI(P2L)—GA 3.0° TCH 24'. Tree.

RWY 25: REIL: PAPI(P2L)—GA 3.0° TCH 23'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 07: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 16: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 25: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 34: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

**AIRPORT REMARKS:** Attended dawn-dusk. 24 hr PPR required for air carrier ops over 30 passenger seats ctc arpt manager

435-789-3400. Rwy 07-25 not avbl for air carrier use. ACTIVATE

MIRL Rws 07-25 and 16-34, REIL Rws 07 and 25 and 16 and

34, and PAPI Rws 07 and 25—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (435) 781-1224.**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 122.35 (CEDAR CITY RADIO)

**AIRSPACE:** CLASS E svc Mon-Fri 1300-2100Z† and 2300-0300Z†, Sat 1300-2300Z† Sun 1700-2100Z† and 2300-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE VEL.

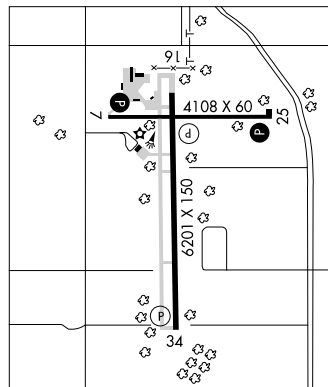
(L) VOR/DME 108.2 VEL Chan 19 N40°22.74' W109°29.60' 333° 3.8 NM to fld. 5344/15E.

DME portion unusable

070°-080° byd 30 blo 12,000'.

200°-260° byd 15 NM blo 17,000'.

VOR portion unusable 220°-260° beyond 23 NM below 15,000'



**WASATCH** N40°51.02' W111°58.92' NOTAM FILE SLC.

SALT LAKE CITY

(H) VORTACW 116.8 TCH Chan 115 161° 3.7 NM to Salt Lake City Intl. 4220/16E.

COPTER

VOR unusable:

H-3D, L-9C, 11D

015°-030° blo 26,000'

085°-125° byd 30 NM blo 15,000'

030°-050° byd 20 NM

360°-015° byd 20 NM blo 17,000'

050°-085° byd 20 NM blo 18,000'

DME unusable:

030°-080° byd 17 NM blo 17,000'

185°-220° byd 25 NM blo 16,000'

030°-080° byd 25 NM

260°-290° byd 25 NM blo 11,000'

080°-140° byd 17 NM blo 15,000'

350°-360° byd 30 NM blo 16,000'

080°-140° byd 25 NM

360°-030° byd 30 NM

360°-030° byd 17 NM blo 16,000'

**WAYNE WONDERLAND** (See LOA)**WENDOVER** (ENV) 1 SE UTC-7(-6DT) N40°43.12' W114°01.85'

SALT LAKE CITY

4237 B S2 FUEL 100, JET A Class I, ARFF Index B NOTAM FILE ENV

H-3C, L-9C, 11C

RWY 12-30: H8001X100 (ASPH-GRVD) S-64, D-85, ST-108, DT-120 MIRL

IAP

RWY 12: REIL. PAPI(P4L)—GA 4.0° TCH 45'. Rgt tfc.

RWY 30: REIL. PAPI (P4L)—GA 3.0° TCH 45'.

RWY 08-26: H8000X150 (ASPH-GRVD) S-75, D-140, ST-175

MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 26: PAPI(P4L)—GA 3.0° TCH 40'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 08: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

RWY 12: TORA-8001 TODA-8001 ASDA-8001 LDA-8001

RWY 26: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

RWY 30: TORA-8001 TODA-8001 ASDA-8001 LDA-8001

**AIRPORT REMARKS:** Attended 1500-0130Z+. PPR for air carrier ops with more than 30 passenger seats call arpt manager 435-665-2308.

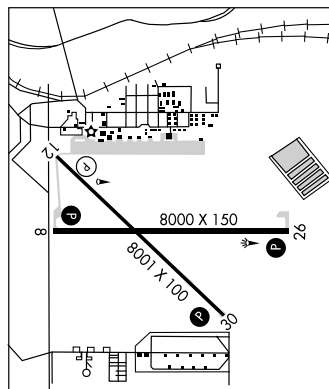
PAPI Rwy 12 OTS indef. ACTIVATE MIRL Rwy 08-26 and Rwy 12-30, REIL Rwy 08 and Rwy 12 and Rwy 30 and PAPI Rwy 08 and Rwy 26 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (435) 665-2521.**COMMUNICATIONS:** CTAF/UNICOM 122.8

BONNEVILLE RCO 122.1R 112.3T (CEDAR CITY RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDC.

BONNEVILLE (H) VORTAC 112.3 BVL Chan 70 N40°43.57' W113°45.45' 251° 12.5 NM to fld. 4220/17E.



## 2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

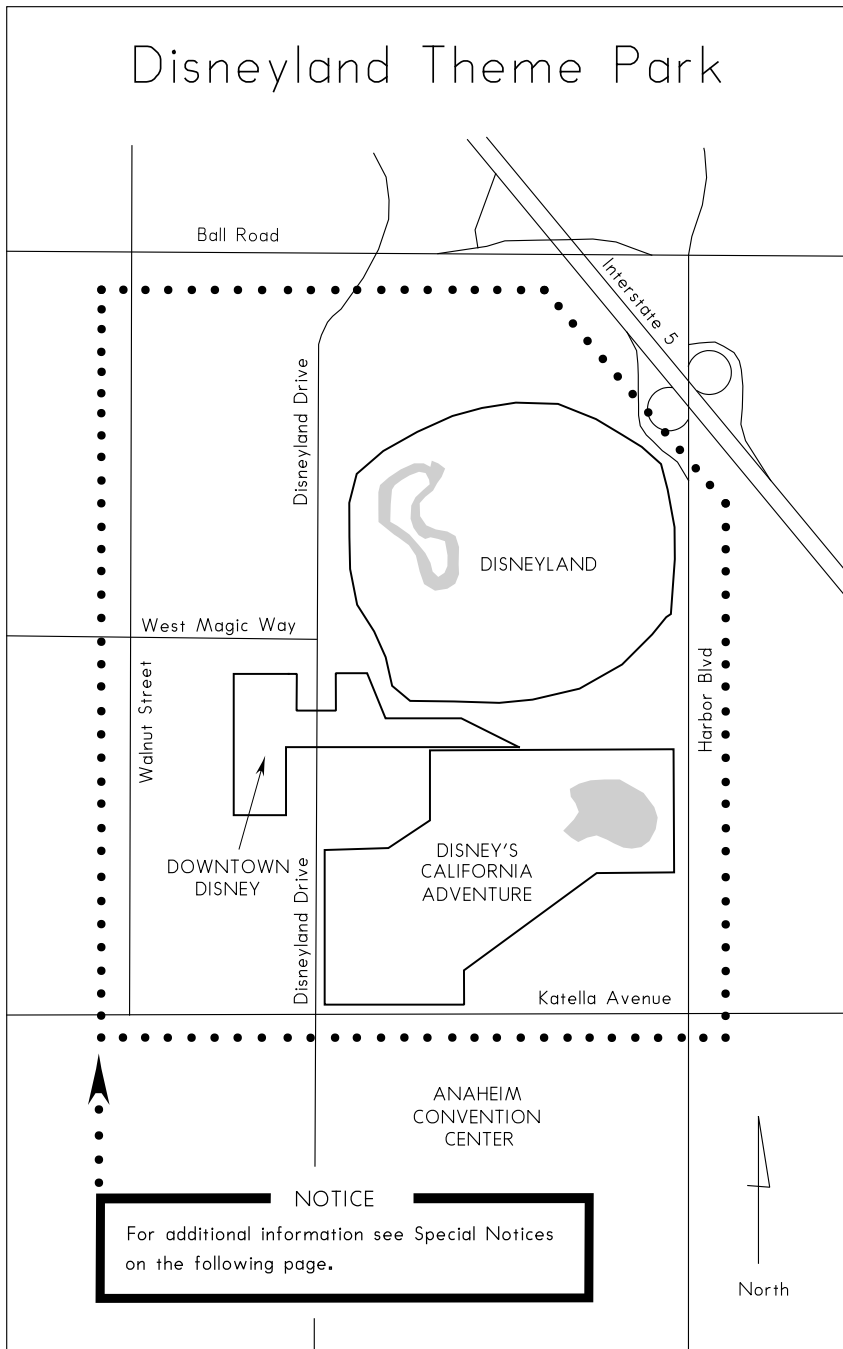
Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

DATE:		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
June	5-6	Ocean City, MD	Eau Claire, WI	Eau Claire, WI	
	5-6			Florence, SC	
	12-13		Milwaukee, WI	Milwaukee, WI	
	19-20		Cape Girardeau, MO		
	19-21	Tinker AFB, OK		Cape Girardeau, MO	
	23			Ft McNair, VA	
	26-27	North Kingstown, RI	St. Cloud, MN		
	26-27			Fairmont, NC	
July	3			Madison, WI	
	3			Dubuque, IA	
	3-4		Traverse City, MI		
	10		Pensacola Beach, FL		
	10-11	Gary, IN		Gary, IN	
	17-18	Duluth, MN	Dayton, OH		
	24-25	Fairchild AFB, WA	Idaho Falls, ID		
	28	Cheyenne, WY			
	29			Goshen, IN	
	29			Ft AP Hill, VA	
	31	Rockford, IL	Anchorage, AK	Rockford, IL	Elmendorf AFB, AK
August	1	Rockford, IL	Anchorage, AK	Rockford, IL	Elmendorf AFB, AK
	7-8	Point Mugu NAS, CA	Seattle, WA	New Castle, PA	
	14-15		Chicago, IL	Chicago, IL	
	21-22	Westfield, MA		Westfield, MA	
	25			Atlantic City, NJ	
	26			Ft Monroe, VA	
	28-29	Coney Island (Brooklyn), NY	Portsmouth, NH	Coney Island (Brooklyn), NY	
	28-29			Portsmouth, NH	
September	4-5	Martinsburg, WV		Cleveland, OH	
	4-5			Martinsburg, WV	
	4-6		Cleveland, OH		
	11-12	Corapolis (Pittsburgh), PA	Scott AFB, IL	Corapolis (Pittsburgh), PA	
	11-12			Scott AFB, IL	
	17			Southern Pines, NC	
	18-19	Whiteman AFB, MO	NAS Oceana, VA	Whiteman AFB, MO	Reno, NV
	25-26	McConnell AFB, KS	MCAS Kaneohe Bay, HI		Chico, CA

DATE:		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
October	1-3		MCAS Miramar, CA		MCAS Miramar, CA
	2-3	Salinas, CA		MCAS Miramar, CA	
	2-3			Jackson, MS	
	9-10	Little Rock AFB, AR	San Francisco, CA	Little Rock, AFB, AR	Daytona Beach, FL
	16-17	El Paso, IX	Dobbins AFB, GA	El Paso, TX	Atlanta, GA
	23-24		NAS Jacksonville, FL		
		Houston, TX		Washington, DC	
	30-31		Ft Worth Alliance, TX	Ft Worth Alliance, TX	
		Cocoa Beach, FL			
November	6-7	Lackland AFB, TX	Homestead ARB, FL	Lackland AFB, TX	
	6-7			Homestead ARB, FL	
	11-14			Ft Bragg, NC	
	12-13		NAS Pensacola, FL		
	13-14	Nellis AFB, NV			

Note: Dates and locations are scheduled "show dates" only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMS to verify they have the most current information regarding any airspace restrictions.



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**DISNEYLAND THEME PARK****NOTICE**

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3,000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles). This restriction does not apply to: (A) those aircraft authorized by ATC for operational or safety purposes, including aircraft arriving or departing from an airport using standard air traffic procedures; (B) Department of Defense, law enforcement, or aeromedical flight operations that are in contact with ATC; Those who meet any of the following criteria may apply for a waiver to these restrictions: (A) for operational purposes of the venue, including the transportation of equipment or officials of the governing body; (b) for safety and security purposes of the venue.

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**LIGHTS-OUT OPERATIONS****Desert/Reveille MOAs, Nevada and Utah**

Lights-out night vision goggle flight training operations conducted within the Desert and Reveille North/South Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Nellis ATC Facility (Nellis Control) on 126.65 or 124.95.

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**LIGHTS-OUT OPERATIONS****Lucin/Seveir/Gandy MOAs, Utah**

Lights-out night vision goggle flight training operations conducted within the Lucin, Seveir, and Gandy Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Clover ATC Facility (Clover Control) on 118.45 or 134.1.

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**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS****SAN FRANCISCO INTERNATIONAL AIRPORT (SFO)****SAN FRANCISCO, CALIFORNIA**

San Francisco International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

**Runway 1R at Taxiway Mike**

**Runway 10L at Taxiways Romeo or Uniform**

**Runway 10R at Taxiway Uniform**

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

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**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS****LAS VEGAS-MCCARRAN INTERNATIONAL AIRPORT (LAS)****LAS VEGAS, NEVADA**

Las Vegas-McCarran International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

**Runway 07L at Taxiways "A8" or Delta**

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runway shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

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**LOS ANGELES, CA, LOS ANGELES INTERNATIONAL AIRPORT (LAX)****NOISE ABATEMENT PROCEDURES**

Successive or simultaneous departures from Runways 24L/R and Runways 25L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

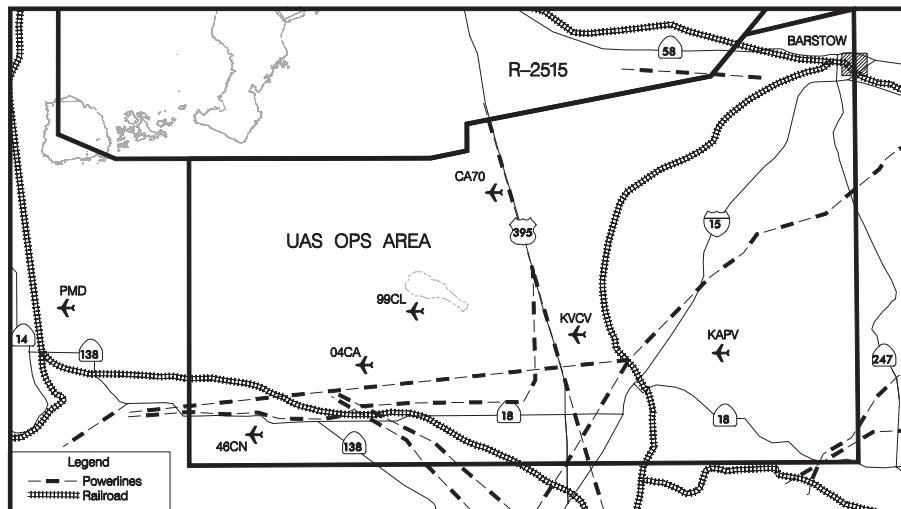
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### UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN SOUTHERN CALIFORNIA

UAS operations are conducted sunrise to sunset within three (3) nautical miles of El Mirage Field Adelanto (N34°37'30", W117°36'20") and Grey Butte (N34°33'55", W117°40'50") at or below 6,000 feet MSL. From sunset to sunrise operations may be conducted within four (4) nautical miles at and below 4,000 feet AGL. Contact Joshua control on 124.55 or 363.0 for activity information and advisory service.

UAS operations may be conducted in accordance with Visual Flight Rules (VFR) accompanied by a chase aircraft below 14,000 feet MSL in an area bounded by N34°58'00" W117°00'00", N34°27'00" W117°00'00", N34°27'00" W117°55'00", N34°48'00" W117°55'00", N34°48'00" W117°35'03", N34°48'30" W117°32'03", N34°50'20" W117°32'03", N34°53'30" W117°11'53", N34°56'20" W117°09'03" thence to point of beginning.



### UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN NORTHERN NEVADA

UAS operations are continuously conducted within the Fallon Approach Control Airspace and the Fallon Range Training Complex at all altitudes when the Special Use Airspace areas are active. Contact Desert Control on 126.2 MHz. for activity status.

### UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN NEVADA AND UTAH

There is continuously unmanned aircraft systems flight activity conducted within the desert and reveille military operations areas (MOAs) at all altitudes when the MOAs are active. Traffic advisories are available from the Nellis Air Traffic Control facility (Nellis Control) on 126.65.

### MODEL AIRCRAFT ACTIVITY—EL TORO, CALIFORNIA

Model aircraft activity conducted 500' AGL and below, 0.5 NM radius of apch end of Rwy 25L. CLOSED MCAS El Toro, daily 1500–0400Z. For NOTAM information contact Prescott AFSS on 800–992–7433.

### DENVER TERMINAL RADAR APPROACH CONTROL

#### Denver, Colorado

The Denver Terminal Radar Approach Control has been issued a waiver which enables controllers to assign speed restrictions without obtaining pilot concurrences; e.g., speeds of less than 250 knots below FL280 and speeds of less than 210 knots when the aircraft is greater than 20 flying miles from the threshold of the airport of intended landing.

### EXTENSIVE HELICOPTER FLIGHT TRAINING IN THE VICINITY OF ROCKY MOUNTAIN METROPOLITAN AIRPORT (BJC), BROOMFIELD, COLORADO

Frequent usage of Runway 11R–29L, Taxiway D, and the north end of Runway 20 by helicopter flight schools. Pilots are cautioned to listen carefully to ATC for turnoff instructions when landing on Runway 11R–29L. Helicopters flight schools use three primary local procedures: Charlie Two, Ball, and Erie. CHARLIE TWO; Expect departures to the south thence turning to the northwest. Expect arrivals from the northwest. BALL; Expect departures to the south thence turning east. Expect arrivals from the east. ERIE; Expect departures northbound. Expect arrivals from the north.

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## **INTENSE HELICOPTER OPERATIONS LOS ANGELES BASIN AREA, CALIFORNIA**

CAUTION: Intense helicopter operation below 2000'AGL. All pilots transitioning the area at or below 2000'AGL are encouraged to make regular position reports on frequency 123.025.

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### **LASER LIGHT DEMONSTRATIONS Anaheim, California**

A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California (SLI VORTAC 060 radial at 7NM LAT 33°48'40"N/LON 117°55'00"W). The beam may be injurious to eyes if viewed within 300 feet vertically and 600 feet laterally of the light sources. Cockpit illumination-flash blindness may occur beyond these distances.

### **Knotts Berry Farm Buena Park, California**

A permanent laser light demonstration is being conducted at Knotts Berry Farm, 33°49'45"N/117°59'35"W, Seal Beach Vortac SLI 022/005, 0445 to 0600 UTC DLY. Laser light beam may be injurious to pilots/passengers eyes within 800 feet vertically and 1400 feet laterally of the light source. Flash blindness or cockpit illumination may occur beyond these distances.

### **Long Beach, California**

A laser light demonstration will be conducted nightly between sundown and 11 PM at the Pine Avenue Theater Complex, Pine Avenue, Long Beach, California (SLI VORTAC 250 radial at 8NM LAT 33°46'12"N/LON 118°11'30"W). The beam may be injurious to eyes if viewed within 100 feet vertically and 1,900 feet laterally of the light source. Cockpit illumination-flash blindness may occur beyond these distances.

### **Palomar Observatory**

A laser light operation is conducted intermittently between sunset and sunrise at the Palomar Observatory N33-21-22/W 116-51-53, Julian VOR (JLI) 298 degree radial at 19 nautical miles. The laser beam may be injurious to eyes if viewed on axis. Cockpit illumination and flash blindness may also occur if the beam enters the cockpit. Los Angeles ARTCC, (661) 265-8205 is the FAA coordination facility.

### **San Francisco, California**

A Laser Light Demonstration will be conducted nightly between 8:30 pm and 2:00 am at Pier 39, San Francisco, California (SAU VORTAC 100 radial at 12 NM LAT 37°48'40" N; LON 122°24'35" W). The beam may be injurious to Pilots/Passengers' eyes if viewed within 800 feet vertically and 800 feet laterally of the light source. Cockpit illumination-flash blindness may occur beyond these distances.

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## **CHRISTMAN AIRPORT, FORT COLLINS, COLORADO**

A laser light operation for testing and alignment is being conducted at Christman Airport, 40°35'24"N/105°08'26"W, GLL VORTAC 270/28NM. This testing is ongoing, intermittently, 24 hours per day 7 days a week. Laser light beams may be injurious to pilot's/passenger's eyes within 4479 feet of the light source, to 8958 feet AGL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. Denver TRACON, 303-342-1590 is the FAA coordination facility.

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## **CONTROLLED FIRING AREA (CFA) EAST OF YUMA, AZ**

The military has established a controlled firing area (CFA) east of Yuma, AZ. The CFA is bordered by the following fixes: BZA058015 - BZA068035 - BZA072034 - BZA075030 - BZA075015 - BZA058015. Operations will be conducted at or below 3000'AGL. The hours of operation are Monday through Saturday from sunrise to sunset.

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## **SAN DIEGO, CALIFORNIA SOUTHBOUND INTERNATIONAL BORDER CROSSING**

Pilots crossing the International border southbound into Mexican airspace, in the vicinity of San Diego, are encouraged to cross Tijuana International Airport at midfield to avoid arriving and departing aircraft. Pilots requesting transition through the Brown Field CLASS D airspace should contact Brown Tower on frequency 126.5. All others should contact Tijuana Approach Control on frequency 119.5 prior to crossing the border. Southbound aircraft are requested to squawk 1260 prior to crossing the border unless otherwise advised by ATC.

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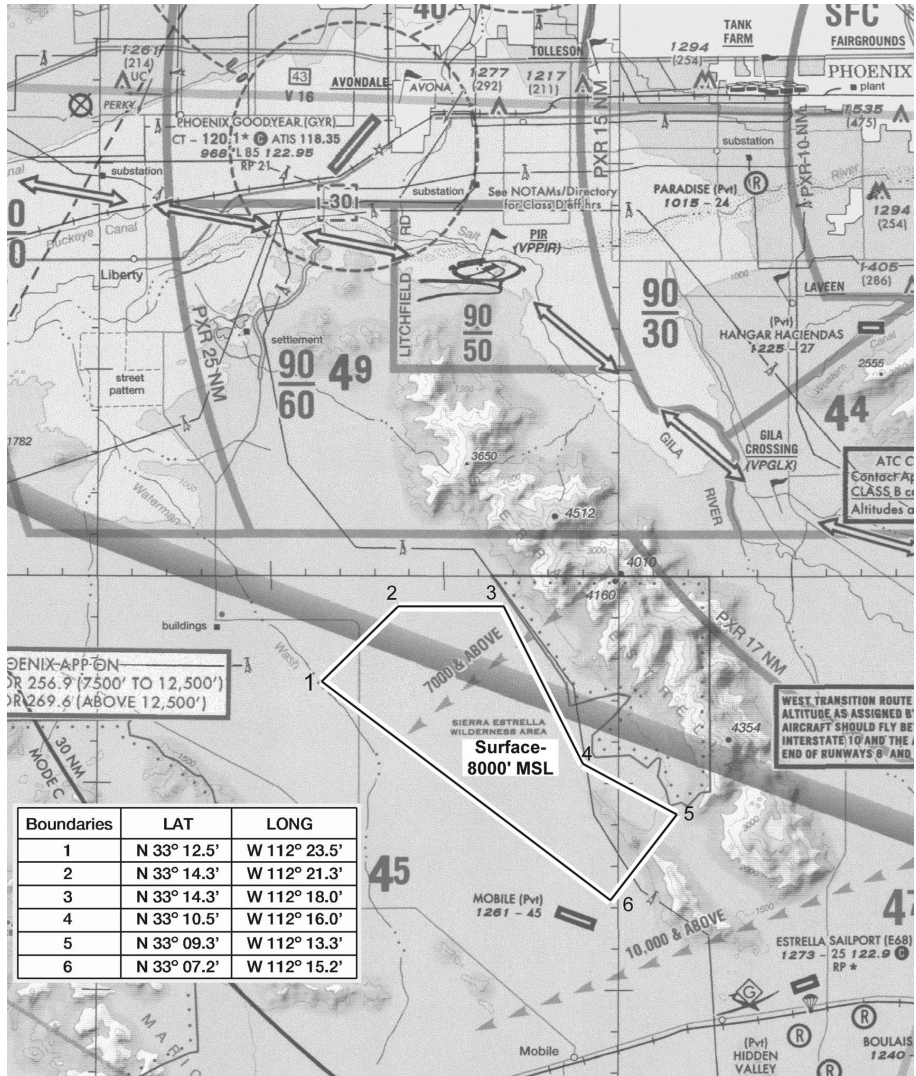
## **EXTENSIVE PARACHUTE DROP ACTIVITIES SAN DIEGO, CALIFORNIA**

Use caution when transiting the corridor south of San Diego Class B airspace and north of the international border between the coast and east to the Tecate area. A wide variety of civilian and military aircraft types (Cessna 182-C-130) use this corridor to make high rates of ascent and descent from the surface to 15000 MSL. Note the San Diego, Trident, and Otay Reservoir jumping areas located in this corridor and to the northeast of Brown Field Municipal Airport. Use VHF 121.95 to monitor parachute drop activities.

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## AEROBATIC OPERATIONS SOUTHEAST OF PHOENIX GOODYEAR AIRPORT, GOODYEAR, ARIZONA

The aerobatic training area center point is located on the Stanfield VOR 300° radial at 26.5 DME. The area exists approximately 2 nautical miles on each side of the TFD VOR 300° radial from 22 to 31 DME, surface to 8000' MSL. Pilots should use caution in this area. Frequency 128.92 is provided for air-to-air communications with pilots using or transiting the area. For information regarding hours of operation, contact 623-932-1650.



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**AEROBATIC PRACTICE AREA  
MOUNTAIN VALLEY AIRPORT, TEHACHAPI, CALIFORNIA**

Practice and competitive aerobatic maneuvers regularly scheduled adjacent to south side of Mountain Valley Airport (3 NM long X ½ NM wide), surface to 5000' AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact VAN NUYS FSDO on 1-818-904-6291.

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**Restricted Area R-2305  
Gila Bend, Arizona  
Transit Information**

A transit route extends from Gila Bend to the Eric Marcus Airport over Arizona Highway 85 at 500 feet above ground level (AGL). VFR rules govern civilian flight through the Goldwater Air Force Range. Airevac flights will be given priority over all other air traffic other than inflight emergencies. The Airevac call sign will be used only when the aircraft is on an actual air evacuation mission. Department of Public Safety (DPS) "Ranger" call signs must indicate they are on an Airevac mission to receive priority. Military aircraft will have priority over all remaining aircraft. Aircraft requesting to transition this airspace may encounter delays.

General aviation aircraft must coordinate their route of flight, departure, and return times with Range Operations prior to departure. Phone (623) 856-8818/8819. Once airborne, aircraft from the north contact Gila Bend AFAT Tower (primary) on 257.65/127.75 (UHF/VHF) or Range Operations (secondary) on 264.125/122.775. Aircraft from the south contact Range Operations 264.125/122.775. Aircraft must hold outside restricted airspace until clearance is granted to transit the area. After receiving clearance into the Restricted Airspace, pilots shall monitor Range Operations frequency.

The preferred VFR procedure will be to fly over Highway 85 at 500 feet AGL, monitoring Range Ops on VHF 122.775. At night aircraft will fly over Highway 85 at or below 1000 feet AGL. Military aircraft on manned ranges will be instructed to remain clear of Highway 85 or to transit the highway 500 feet above altitude of transiting aircraft.

Caution: Due to repeater transmissions and mountainous terrain, flights north of the Saucedo Mountains (Black Gap) will normally only be able to contact Gila Bend Tower. Flights south of the mountains should contact Range Operations. Military aircraft on the Range may be operating lights out.

The normal hours of the Goldwater Air Force Range are from 0630-2400 local Monday through Saturday. When the range is not active, Gila Bend AFAT Tower and Range Operations are closed. If unable to contact the Tower or Range Operations, contact Albuquerque ARTCC on 126.45 or 125.25 for clearance.

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**LOW ALTITUDE TACTICAL NAVIGATION AREA (LATN) EAST OF TUCSON, AZ**

The military has established a Low Altitude Tactical Navigation Area (LATN) east of Tucson bordered by the following fixes: TUS037017-TUS025022-TUS038037-CIE323030-CIE294015-CIE255022-TUS090028-TUS055029-TUS037017. The LATN is not a restricted area and will continue to be available for use by civilian aircraft in accordance with FAA rules and regulations. The primary operations will be conducted by HH-3/MH-60 helicopters from 100 ft AGL to 600 ft AGL. The hours of operations will be daily from 1500-0100Z

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**ORANGE COUNTY GREAT PARK TETHERED BALLOON  
IRVINE, CALIFORNIA  
(Until Further Notice)**

Tethered balloon 780' MSL daily (1700-0600Z), Located on the El Toro VOR/DME 234 radial at 1 mile (ELB234001).

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**SEA WORLD TETHERED BALLOON  
SAN DIEGO, CALIFORNIA  
(Until Further Notice)**

Tethered balloon 367' MSL daily (1700-0400), Located on the Mission Bay VORTAC 180 radial at 1 mile (MZB180001).

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**UNAUTHORIZED TRANSMISSION  
ARIZONA, CALIFORNIA, AND NEVADA AREA  
(Until Further Notice)**

Attention all aircraft: Be alert to the possibility of UNAUTHORIZED AIR TRAFFIC CLEARANCES issued on ATC frequencies in the Arizona, California, and Nevada areas. If you received a transmission that is questionable verify with AIR TRAFFIC CONTROL.

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**SAN FRANCISCO INTERNATIONAL AIRPORT EXPANDED CHARTED  
VISUAL FLIGHT PROCEDURES  
(Until Further Notice)**

**\*\*\*GENERAL\*\*\***

San Francisco International Airport (SFO) is subject to stratus moving slowly from West to East, creating a reportable weather ceiling over the airport, while the final approach area for Runways 28R and 28L have no significant ceiling or visibility conditions. And expanded charted visual flight procedure (E/CVFP) has been developed to maximize the level of airport efficiency during the unusual weather conditions described above.

**\*\*\*MINIMUMS\*\*\***

The E/CVFP incorporates the following weather minimums:

SFO ceiling 2100 feet and visibility 5 miles; or,

SFO ceiling 1000 feet and visibility 3 miles, and,

visibility 5 miles in the Eastern quadrant (030-120), and,

ceiling 2400 and visibility 5 miles at the automated weather observing system (AWOS) located at BRIJJ

LOM. In the event the AWOS is inoperative, weather at San Carlos (SQL) is required to be at least ceiling 2400 feet and visibility 5 miles.

Although the listed weather minima are in effect aircraft should not expect simultaneous E/CVFP approaches unless BRIJJ AWOS ceiling is at least 3500 feet and visibility is at least 5 miles.

**\*\*\*SPACING AND SEQUENCING\*\*\***

Controllers will clear aircraft for the E/CVFP in accordance with the provisions of Order 7110.65, Air Traffic Control. They will not utilize phrases requesting or requiring aircraft to "fly right alongside", "wingtip to wingtip", or "directly abeam" other aircraft. Additionally, controllers will not assign instructions or require aircraft to pass and/or overtake other aircraft on the adjacent final approach course. Preferably, aircraft will be vectored to achieve a slightly staggered position of approximately  $\frac{1}{8}$  to  $\frac{1}{4}$  mile behind the aircraft on the adjacent final approach course. Heavy aircraft and B757's will not be authorized to overtake another aircraft on the adjacent final approach course. Wake turbulence cautionary advisories will be issued, as appropriate.

**\*\*\*GO-AROUND PROCEDURE\*\*\***

The Tipp Toe and Quiet Bridge approaches are visual approaches, and as such have no missed approach segment. If a go-around is necessary, aircraft will be issued an appropriate advisory/clearance/instruction by the tower or tracon. To ensure standard separation from other traffic, these instructions will include the assignment of a specific heading and altitude. Normally, the following procedures will apply:

**Tipp Toe Visual Runway 28L**

In the event of a go-around turn left heading 265, climb and maintain 3000; or as directed by Air Traffic Control.

**Quiet Bridge Visual Runway 28R**

In the event of a go-around turn right heading 310, climb and maintain 3000; or as directed by Air Traffic Control.

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### AEROBATIC OPERATIONS IN ARIZONA

The following practice and competitive aerobatic areas are in use without notice SR-SS daily.

5 NMR DMA	17,500 and below
2 NMR INW195055/PAN	9,600 and below
1 NM N-S and 7 NM E-W of the PXR017022	6,500 and below
PXR019020	7,500 and below
PXR128013	5,500 and below
1 Square mile of the PXR194023	5,000 and below
1 NMR PXR129018	5,000 and below
1 NMR PXR316026.2	6,600 and below
3 NMR PXR 323024	6,000 and below
2 NM N-S and 4 NM E-W PXR325027	8,000 and below
1 NM Square TFD 3000 18/E60	6,300 and below
1 NMR TFD065025/P08	5,500 and below
1 NMR TFD143021	3,000 and below
4 NMR TFD010020	4,800 and below
1NMR TFD107036	5,000 and below
P08-COOLIDGE	10,000 and below
12 NW of DVT	6,500 and below
5 NMR DRK215013	11,500 and below

Pilots should use caution in these areas. For further information contact Prescott AFSS on 1-800-992-7433.

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### AEROBATIC OPERATIONS NORTHWEST OF TUCSON, AZ.

Practice and competitive aerobatic maneuvers are regularly scheduled on the Tucson VORTAC 295 radial at 25 miles and Tucson VORTAC 308 radial at 22 miles, sunrise to sunset, up to 5,000 MSL.

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### AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1,500' AGL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.3 is provided for air-to-air communications with other pilots using or transiting the area.

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### AEROBATIC OPERATIONS NORTHEAST OF SANTA PAULA, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of FIM VORTAC, SR-SS, 1,500' AGL to 5,500' MSL. The Aerobatic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 122.775 is provided to air-to-air communications with other pilots using or transiting the area.

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### **AEROBATIC OPERATIONS IN COLORADO**

Practice and competitive aerobatic maneuvers are regularly conducted during daylight hours at the following locations:

- a. 2 NM radius GLL 180/009, 10000 MSL and below.
  - b. 1 NM radius Sterling Muni (STK), 4000 AGL and below.
  - c. 1 kilometer square, 800 to 3000 AGL 3 statute miles east of RWY 17-35, Kelly Airpark (C015).
  - d. 1 statute mile square, surface to 4000 AGL. Center of the area is located 2850 feet east of RWY 18-36. Western boundary is 1000 feet from RWY 18-36 and northern boundary is 100 feet from RWY 08-26, Lamar Airport (LAA). The (LAA) ASOS will broadcast aerobatic area information when this area is active. For further information, contact Flight Services 1-800-WX-BRIEF.
  - e. 1 kilometer square, 5000 AGL .5 statute mile east of Ft. Morgan Muni (FMM).
  - f. 1 NM radius GLL 315/006, 10000 MSL and below. Mon-Sat 1500-2359, Sun 1600-2359.
  - g. 1 NM radius 10000 MSL and below. 6.2 statute miles northwest of Vance Brand (LMO) Mon-Sat 1500-2359, Sun 1600-2359.
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### **AEROBATIC PRACTICE AREA JEAN AIRPORT, JEAN, NEVADA**

Aerobatic flight activity will be conducted within a 3300' square box, located 2 miles west of Jean Airport (Specific area of operation is ½ mile radius from a point described by the LAS 190/20). Flights will occur from SFC to 6500 MSL, between 1 hour after sunrise to 1 hour before sunset daily. Pilots should use caution when operating within this area. To obtain a copy of the Certificate of Waiver outlining appropriate procedures for utilization of the practice area, ctc Henderson Executive Airport at (702) 261-4800.

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### **AEROBATIC PRACTICE AREA VAUGHN MUNICIPAL AIRPORT (N17), VAUGHN, NEW MEXICO**

Aerobatic practice will be conducted within a 3 NM radius of the Vaughn Municipal Airport (N17), SFC to 11,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992)-7433).

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### **EXTENSIVE FLIGHT TRAINING IN VICINITY OF ERNEST A. LOVE FIELD, PRESCOTT, ARIZONA**

Extensive flight training activity in areas 5 to 38 miles from the Prescott Airport 14,000 MSL and below. These areas are in use from sunrise to sunset daily. Participating traffic reports on 123.5.

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### **EXTENSIVE FLIGHT TRAINING IN VICINITY OF ANGWIN-PARRETT FIELD (203), ANGWIN, CALIFORNIA**

Extensive flight training activity within a 10 NM radius of STS056024 (MAUCH INT), 4,500 MSL and below. This area is in use from 1400-0300 UTC daily. Participating traffic reports on 123.0.

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### **EXTENSIVE FLIGHT TRAINING IN VICINITY OF PROVO MUNICIPAL AIRPORT**

Extensive flight training activity in areas 5 to 30 miles S & W of Provo Municipal Airport from the PVU260R-PVU150R, 9,000 MSL and below. These areas are in use from 1100Z to 0400Z Monday thru Saturday; participating traffic contact Eagle Base on 123.5.

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### **UNMANNED AIRCRAFT SYSTEMS, SOUTHEASTERN, AZ**

Unmanned aircraft system activity along the international border in southeastern Arizona. Pilots flying near the international border between Nogales, Arizona and the New Mexico border should be alert for unmanned aircraft systems operating from 14,000' MSL to 16,000' MSL inclusive, 0000-1500 UTC daily.

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### **ROCKET FIRING SOUTHEAST OF RENO, NEVADA**

Rocket firing occurs approximately on the Mustang VORTAC 107 radial at 7 miles, normally seven days a week, sunrise to sunset, up to but not including 1,000 ft above ground level.

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### **GLIDER OPERATIONS NORTHWEST OF TUCSON, ARIZONA**

There is regularly scheduled glider/soaring activity conducted from El Tiro Airport, which is located approximately on the Tucson VORTAC (116.0 MHz) 297° radial at 31 nautical miles; this is south of Pinal (Marana) Airpark and bordered by V16, V66, and V105. Activity at El Tiro is normally scheduled for Saturday, Sunday, and Wednesday, with much of the soaring conducted near the intersection of V66 and V105 at altitudes up to, but not including flight level 180.

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**CAUTION—TETHERED AEROSTAT RADAR SYSTEM (TARS)**

A TARS (a large helium-filled balloon) operates continuously up to 15,000 feet, except during inclement weather or when the system is down for maintenance, in R-2312 near Fort Huachuca, Arizona. The tether is unmarked and is virtually impossible to see from only a few hundred feet. See the Phoenix Sectional Chart for location.

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**YOSEMITE NATIONAL PARK**

Public law prohibits flight of VFR helicopters or fixed-wing acft below 2000 feet above the surface of Yosemite National Park. "Surface" refers to the highest terrain within the park within 2000 feet laterally of the route of flight or, within the Yosemite Valley, the uppermost rim of the valley.

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**CALIFORNIA CONDORS**  
**Central California Coast Ranges**

California Condors are currently being reintroduced to the Central California Coast by the Ventana Wilderness Society. There are two release sites; one below Anderson Peak near Big Sur (BSR VOR radial 150, 2 NM), the other in the Pinnacles National Monument (SNS VOR radial 099, 24 NM). California Condors can be identified in the air by their distinctive size and flight patterns. Like the Turkey Vulture, the California Condor is a large black bird with a naked head which uses topography and associated wind patterns for soaring flight. However, the California Condor is nearly twice as large as the Turkey Vulture, with a wingspan approaching ten feet. Condors normally soar at altitudes between 500 and 6,000 feet AGL. They have been known to fly up to 190 miles in a single day and could therefore be found over a very large area. Please be alert for the presence of these highly endangered birds throughout the Coastal Range from Mt Hamilton near San Jose, south to the Simi Valley, near Fillmore VOR (FIM), as well as the foothills along the west side of the San Joaquin Valley. For further information contact the Ventana Wilderness Society at 831-455-9514.

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**CALIFORNIA CONDORS**  
**Pinnacles National Monument**

California Condors are the largest land birds in North America and are currently being reintroduced at Pinnacles National Monument in central California. Weighing 15-25 pounds and with a wingspan of 9.5 feet, this endangered species presents a formidable in-flight hazard. Condors are capable of soaring at an altitude of 15,000 feet, although they are more often found between altitudes of 2,000-9,000 feet. Using GPS tracking devices on four condors, a high-use condor flight area was identified over Pinnacles National Monument. The Monument is requesting a clearance of 3,000 feet AGL over an approximately 11.5 square mile area, as indicated, where these and other condors are consistently soaring. Monument personnel hope that such a restriction will be a manageable compromise for the continued conservation of this endangered species and the safety of all pilots. For further information, please contact Pinnacles National Monument at (831) 389-4485.

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**GRAND CANYON**  
**SPECIAL FLIGHT RULES AREA**  
**Effective on September 22, 1988**

GRAND CANYON—Special Flight Rules Area, SFAR-50-2. Special regulations apply to all aircraft operations below 14,500 feet MSL. Except in an emergency or if otherwise authorized by the Las Vegas Flight Standards District Office for certain limited operations, remain at or above the following altitudes: a) in the Eastern sector from Lees Ferry to North Canyon at 5,000 feet MSL; b) in the Eastern sector from North Canyon to Boundary Ridge at 6,000 feet MSL; c) in the Central sector from Boundary Ridge to Supai Point at 10,000 feet MSL; d) in the Central sector from Supai Point to Diamond Creek at 9,000 feet MSL; e) in the Western sector from Diamond Creek to the Grand Wash Cliffs at 8,000 feet MSL. In flight corridors use the following altitudes: northbound at 11,500 or 13,500 feet MSL; southbound at 10,500 or 12,500 feet MSL. Remain clear of the indicated flight-free zones.

CAUTION: High volume of tour operations within the area. The procedures do not relieve pilots from see-and-avoid responsibility or compliance with FAR 91.119. Pilots should contact a local FSS for NOTAM information prior to flight within the Special Flight Rules Area. Utilize the Las Vegas (LAS) altimeter setting west of Mt. Dellenbaugh and the Grand Canyon (GCN) altimeter setting east of Mt. Dellenbaugh. Monitor the frequencies indicated for each sector (Western-121.95; Central-127.05; Eastern-120.05). Refer to the Grand Canyon sectional chart and NOTAMS for additional information.

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**SPECIAL NORTH ATLANTIC, CARIBBEAN AND  
PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

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### U.S. SPECIAL CUSTOMS REQUIREMENT

Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S. from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station, (2) normal FAA flight plan notification procedures (a flight plan filed in Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or coastline crossing:

Brownsville/South Padre Island International, Corpus Christi International, Del Rio International, El Paso International, Laredo International, Maverick County Memorial International, McAllen Miller International, Presidio-Lely International, Southwest Texas Regional, or William P. Hobby Airport of Texas; Calexico International, or Brown Field Municipal in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma MCAS/Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or Louis Armstrong New Orleans Intl in Louisiana; Fort Lauderdale Executive, Fort Lauderdale-Hollywood International, Key West International, Miami International, Opa-Locka Executive Airport, Palm Beach International, St. Lucie County International, or Tampa International in Florida.

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### MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

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### CIVIL USE OF MILITARY FIELDS

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

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### AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

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### FAR-PART 139 CERTIFICATED AIRPORTS

Additional Certificated Airports  
not contained in this Directory

NAME OF AIRPORT	IDENT	INDEX
	NEVADA	
TONOPAH, Tonopah Test Range	TNX	E

### CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS(Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ) .....	08	Milwaukee, WI (MKE) .....	01L
Anchorage, AK (ANC) .....	07R	Minneapolis, MN (MSP) .....	30L
Andrews AFB, MD (ADW) .....	01L	Nashville, TN (BNA) .....	02L
Atlanta, GA (ATL) .....	09R	New Orleans, LA (MSY) .....	10
Baltimore, MD (BWI) .....	10	New York, NY (JFK) .....	04R
Bismarck, ND (BIS) .....	31	New York, NY (LGA) .....	22
Boise, ID (BOI) .....	10R	Newark, NJ (EWR) .....	04R
Boston, MA (BOS) .....	04R	Oklahoma City, OK (OKC) .....	35R
Charlotte, NC (CLT) .....	36L	Omaha, NE (OMA) .....	14R
Chicago, IL (ORD) .....	10	Ontario, CA (ONT) .....	26L
Cincinnati, OH (CVG) .....	36C	Philadelphia, PA (PHL) .....	09R
Cleveland, OH (CLE) .....	06R	Phoenix, AZ (PHX) .....	08
Dallas/Fort Worth, TX (DFW) .....	17C	Pittsburgh, PA (PIT) .....	10L
Denver, CO (DEN) .....	35R	Reno, NV (RNO) .....	16R
Des Moines, IA (DSM) .....	31	Salt Lake City, UT (SLC) .....	34L
Detroit, MI (DTW) .....	03R	San Antonio, TX (SAT) .....	12R
El Paso, TX (ELP) .....	22	San Diego, CA (SAN) .....	09
Fairbanks, AK (FAI) .....	01L	San Francisco, CA (SFO) .....	28R
Great Falls, MT (GTF) .....	03	San Juan, PR (SJU) .....	08
Honolulu, HI (HNL) .....	08L	Seattle, WA (SEA) .....	16C
Houston, TX (IAH) .....	26L	St. Louis, MO (STL) .....	30R
Indianapolis, IN (IND) .....	05L	Tampa, FL (TPA) .....	36L
Jacksonville, FL (JAX) .....	07	Tulsa, OK (TUL) .....	36R
Kansas City, MO (MCI) .....	19R	Washington, DC (DCA) .....	01
Los Angeles, CA (LAX) .....	24R	Washington, DC (IAD) .....	01R
Memphis, TN (MEM) .....	36L	Wichita, KS (ICT) .....	01L
Miami, FL (MIA) .....	08R		

**NOTE**—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

### NATURAL GAS FLARE CARLSBAD/CAVERN CITY, NEW MEXICO

A natural gas flare is located at approximately N32-27-50.5/W104-34-24.2 (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area. For further information, contact Albuquerque AFSS on 1-505-243-7831.

### SAN DIEGO INTERNATIONAL AIRPORT (SAN) AIRCRAFT NOISE PROHIBITIONS/RESTRICTIONS

No departures or engine run-ups above idle power 0730-1430Z. FAR Part 36 Stage 2 departures prohibited 0600-1500Z. Per current FAA standards all helicopters are Stage 2. Valid emergency operations or mercy flights exempt from noise abatement restrictions. Operator must provide written report to SAN noise abatement office. Noise monitoring in effect continuously. All operations of aircraft which exceed 104 Effective Perceived Noise Decibels at the takeoff reference point per FAA AC 36 Series documentation are prohibited. Noise sensitive areas all quadrants; recommend pilots use best noise abatement procedures. Pilots are requested to minimize use of reverse thrust consistent with safe operations of aircraft to minimize noise impact on surrounding community. For additional noise level restrictions and information call 619-400-2781.

## SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

### Fly Quiet Program:

The Fly Quiet Program was developed to help pilots understand the rules and regulations for noise abatement at SFO and to show the public how well airline's participate in the noise abatement programs. The purpose of the Program is to encourage individual airlines to operate as quietly as possible at SFO. The Program promotes a participatory approach in complying with noise abatement procedures by grading airlines' performance and presenting these scores to the public via a published report. The Program consists of five grading elements:

- 1) The overall noise quality of each airline's fleet operating at SFO.
- 2) A measure of how well each airline complies with the nighttime Preferential Runway Use Program.
- 3) Assessment of how well each airline adheres to the Gap departure profile.
- 4) Assessment of how well each airline adheres to the Shoreline departure profile.
- 5) Evaluation of single overflight noise level exceedances.

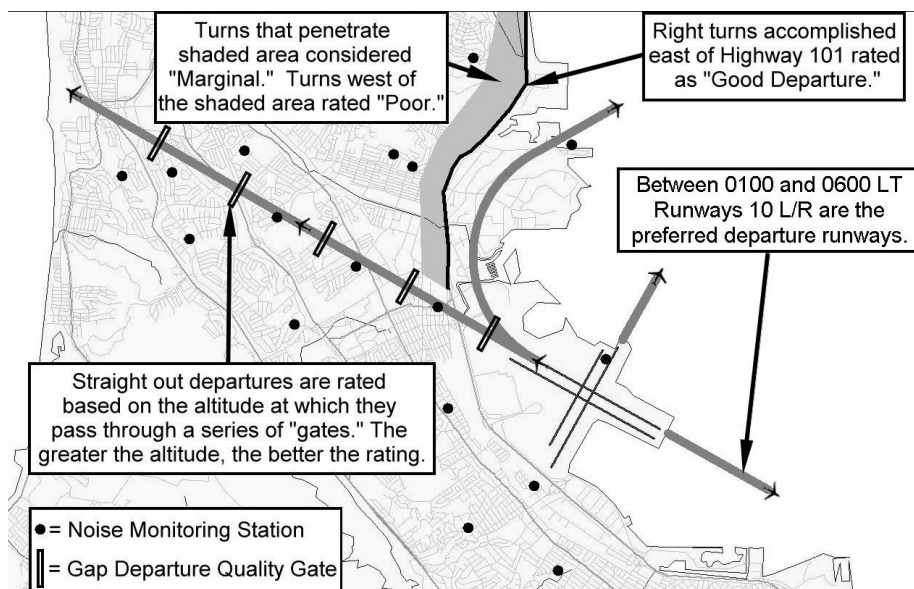
**Flight Crews:** By operating your aircraft as quietly as possible, you can directly influence your airline's Fly Quiet Program score. Here are some guidelines for maintaining a high score in the Fly Quiet Program:

**(a) Preferential Runway Use Program**—Between 0100 and 0600 (LT) the preferred departure runways for noise abatement are Runways 10 L/R. Pilots of heavy aircraft can significantly improve their airline's Fly Quiet Program scores by departing on Runways 10 L/R (weather permitting).

**(b) Shoreline Departure Turn Quality**—The radius of the initial turn after departure off Runways 28 L/R is a grading element of the Fly Quiet Program. Runway 28 L/R departures making excessively wide right turns overfly residential neighborhoods. By completing the initial right turn prior to crossing Highway 101, aircraft remain over industrial and commercial areas. **This applies to all Instrument Departure Procedures (IDPs) requiring right turns after departing Runways 28 L/R.**

**(c) Gap Departure Climb Quality**—Aircraft making straight out departures off Runways 28 L/R overfly heavily populated areas immediately west of the airport. Since "higher is quieter," the Airport monitors aircraft altitudes along the departure route. Scores are assigned at specific points, or gates, set approximately one mile apart, with higher scores given to those aircraft that reach higher altitudes at the gates. **It is preferred that aircraft making straight-out departures from Runways 28 L/R climb as rapidly as possible.**

**(d) Noise Exceedance Rating**—Maximum noise level limits are established for selected noise monitor stations surrounding SFO. Pilots can improve their airline's exceedance rating by utilizing the Preferential Runway Use Program and complying precisely with the Gap and Shoreline Departure Procedures.



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**SPECIAL PROCEDURES  
SAN FRANCISCO INTERNATIONAL AIRPORT  
NOISE ABATEMENT PROCEDURES  
PREFERENTIAL RUNWAYS**

The SFO Nighttime Preferential Runway Use Program is a voluntary Program that was developed in 1988. SFO operates on two sets of parallel runways for both arrivals and departures, based on this runway configuration, there are three preferred nighttime preferential runway procedures:

- 1) The primary goal of the Program is to use Runways 10 L/R for take-off because they offer departure routing over the bay which will reduce the noise impacts over the communities surrounding SFO.
- 2) When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures. Both of these Procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.
- 3) The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from these departures affects communities south of SFO.

The least desirable departure procedure at SFO is a straight-out departure on Runways 28 L/R these departures overfly densely populated communities immediately west of SFO and are discouraged at all hours.

The Airport Director has established a Nighttime Noise Clearance Center operated during 2200–0700 by a duty officer whose responsibilities include monitoring compliance with SFO's Preferential Runway Use Program and responding to requests for exemptions to the noise regulations.

**ENGINE RUN-UP RESTRICTIONS**

Run-ups of mounted aircraft engines for maintenance or test purposes is prohibited between the hours of 2200–0700 daily except as provided below:

- 1) An idle check of a single engine is allowed under the following conditions:
  - (a) An idle check of a single engine not to exceed a 5-minute duration may be conducted in the lease hold area. If more than one engine is to be checked, each engine must be checked separately and the cumulative duration of the idle checks cannot exceed 5-minutes.
  - (b) An idle check of a single engine or multiple engines (checked separately) which will exceed a duration of five minutes will be accomplished in the designated run-up areas. For purposes of noise abatement monitoring, this will be considered a power run-up.

During the hours of 2200–0700, the Operations Supervisor shall be called and permission received prior to any engine idle check or engine idle run-up, including any idle run for more than a cumulative duration of 5-minutes.

During other hours, the Operations Supervisor shall be called and permission received prior to any engine run-up. Any request for an engine run-up during the hours 2200–0700, other than that described above, which is the result of unusual or emergency circumstances, may be approved by the Nighttime Noise Clearance Center.

When approved and accomplished, the Maintenance Supervisor of the airline concerned must provide to the Airport Director a monthly report detailing the following:

- (a) Date and time of the run-up
- (b) Type of aircraft
- (c) Aircraft identification number
- (d) Location of the run-up
- (e) Duration of the run-up
- (f) An explanation of the unusual or emergency circumstances making the run-up necessary

Reports will be submitted to the Airport Director, Attn: Airport Operations within three working days after the last day of each calendar month.

## SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

### APU OPERATING RESTRICTIONS

Operators are encouraged to use ground power and air sources whenever practicable. APU's may be used when aircraft are being towed.

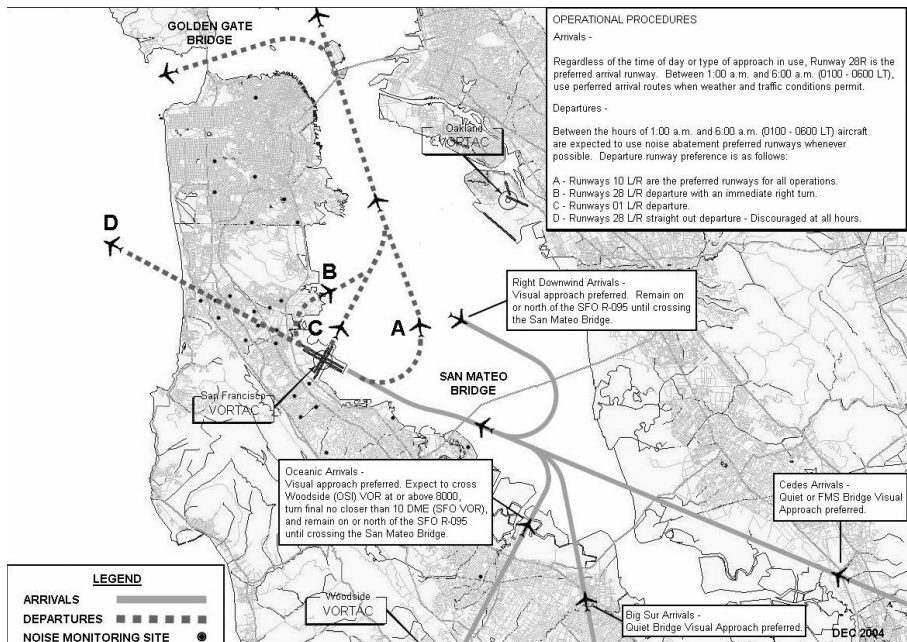
- 1) Domestic terminals—Use of APU's is prohibited between the hours of 2200–0600 except 30 minutes prior to departure, when passengers are aboard, or it is needed to test other aircraft equipment.
- 2) International Terminal—The following procedures apply:

(a) Aircraft scheduled to be at a gate in Boarding Areas A and G for more than 45 minutes between the hours of 0700–2200, are required to use 400Hz ground power and pre-conditioned air, where available. APU's are not authorized without prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

(b) All aircraft scheduled to be at an International Terminal gate between 2200–0700 hours are required to use 400Hz ground power and pre-conditioned air, where available, regardless of scheduled time at the gate. APU's are not authorized, unless prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

### NOISE MONITORING SYSTEM

As of January 2005, the Airport installed a new Aircraft Noise Management System (ANMS) utilizing Lochard's Airport Noise and Operations Monitoring System (ANOMS(tm)) 8 product suite. This system consists of 29 fixed Environmental Monitoring Units (EMU) and four portable units. The previous passive radar system was replaced with Lochard's new hybrid, SkyTrak(tm), an integration of the FAA ARTS IIIE and live Mode S with passive radar that will drive the SFO community web site and deliver flight data throughout the airport.



### CONTACT INFORMATION

For more information about the Fly Quiet Program or noise abatement procedures contact 650-821-5100.

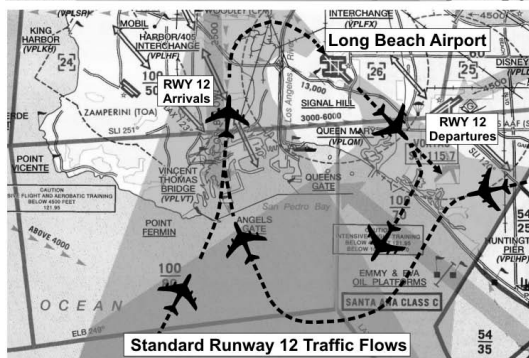
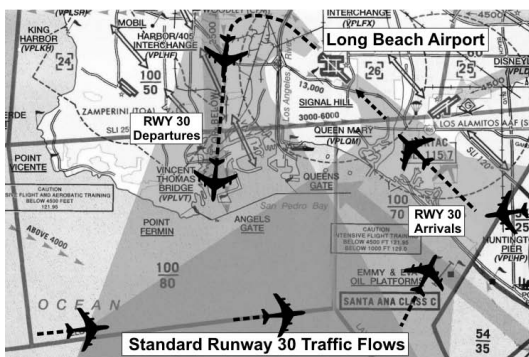
### AIR CARRIER OPERATIONS VICINITY OF LONG BEACH (DAUGHERTY FIELD), CA.

A wide mix of aircraft types including Air Carriers landing and departing Long Beach Daugherty Field, utilize the airspace south of Long Beach Airport (Daugherty Field) (LGB), Long Beach, California. The Class E airspace between Point Vicente, Catalina Island, and Huntington Beach accommodates pilot training from local flight schools, numerous IFR and VFR enroute aircraft, and helicopter and other aviation activities.

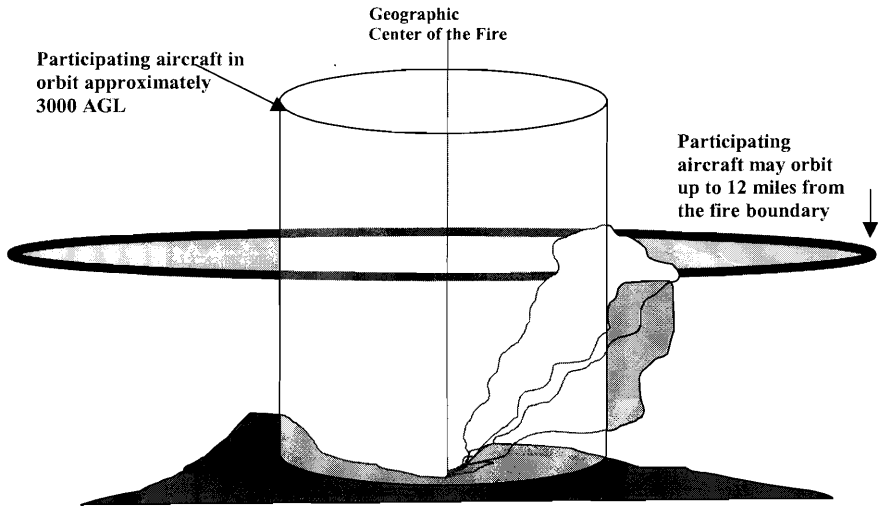
Participating flight training aircraft in Class E airspace south of Long Beach may:

- Utilize helicopter frequency 129.0 at or below 1,000 MSL.
- Utilize air-to-air frequency 121.95 above 1,000 MSL and below 4,500 MSL.
- Participants are encouraged to make position reports relative to Palos Verde Point, Point Vicente and Point Fermin, Angels Gate, Queens Gate, Emmy & Eva Oil Platforms and the Queen Mary.

VFR flight following may be available from SOCAL TRACON as indicated on the LA Terminal Area Chart.



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**FIREFIGHTING TRAFFIC AREAS**

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

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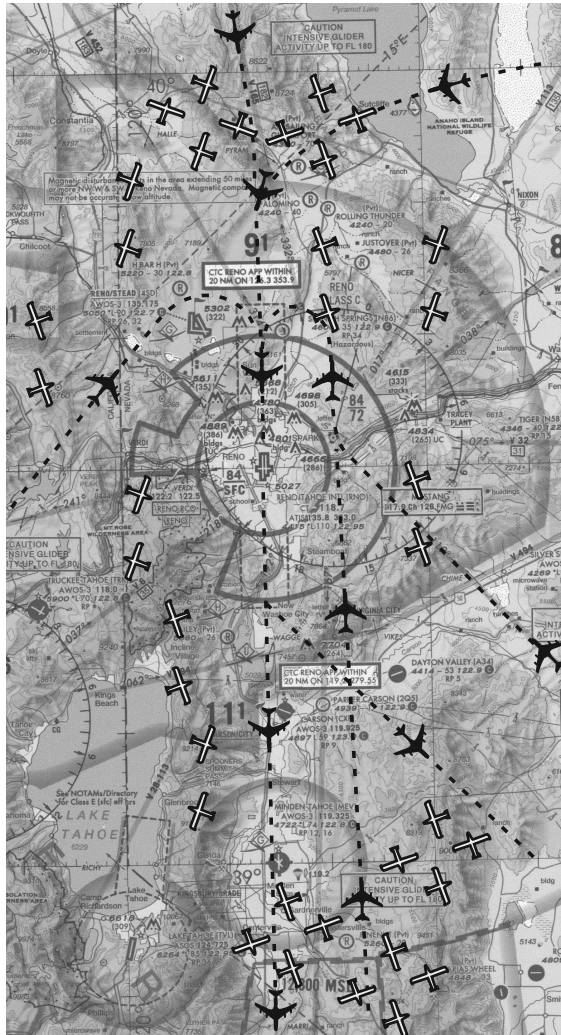






## GLIDER/SOARING ACTIVITIES AROUND THE RENO-TAHOE INTERNATIONAL AIRPORT

There is intense glider activity up to FL180 near the Reno-Tahoe International Airport. Gliders conduct aerobatic maneuvers and other soaring activities in airspace on or near arrival routes, departure routes, final approach courses and holding fixes for the Reno-Tahoe International Airport. Gliders operations may originate from the Air Sailing, Minden-Tahoe and Truckee (California) Airports. The Air Sailing Airport is located near the Mustang (FMG) 337 radial at 20 nautical miles, between Anaho, Pyram and Takle intersections. The Minden-Tahoe Airport is located near the FMG 172 radial at 32 nautical miles, between J5 and J94. The Truckee California Airport is located near the FMG 225 radial at 26 nautical miles, north of the Squaw Valley VOR between J32 and V392. Federal Aviation Regulations do not require gliders operators to equip, activate or to broadcast the location of their aircraft via transponder or radio communications while operating outside of Class A or C airspace. Atmospheric conditions attract large quantities of gliders to the area and activity near mountain ridges or "hot spots" may be intense. Altitudes up to 17,999 have been observed and pilots should exercise due diligence when exiting Class A and C airspace. Pilots are encouraged to refer to the SFO Sectional Aeronautical Chart and to the remarks in the Airport/Facility Directory, Southwest US for the Reno-Tahoe International Airport (RNO) regarding glider activity. For further information, call Reno ATCT/TRACON at (775) 784-5582.



The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

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### **OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL**

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

**NOTE:** Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

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### **LUKE AIR FORCE BASE (AFB), AZ SPECIAL AIR TRAFFIC RULE F.A.R PART 93 EFFECTIVE MAY 6, 2010**

Title 14, Code of Federal Regulations, part 93, subpart O, has prescribed special air traffic rules and communication requirements for aircraft operating under Visual Flight Rules (VFR) in the vicinity of Luke Air Force Base.

Pilots are required to establish two-way communication with Luke Approach Control on 118.15 north of Luke AFB or 125.45 south of Luke AFB prior to entering the special air traffic rule area. See Phoenix Terminal Area Chart.

Pilots of non-radio equipped aircraft must request permission to enter the special air traffic rule area at least 24 hours before the proposed operation by telephoning Luke Approach Control at 623-856-6448.

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## FSS TELEPHONE NUMBERS

**Flight Service Station (FSS)** facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large FSS facilities and a few select remote facilities some of which operate part-time. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

**Telephone Information Briefing Service (TIBS)** is a FSS service that provides continuous recordings of meteorological and/or aeronautical information. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

### NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings ..... 1-800-WX-BRIEF (1-800-992-7433)

### OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) ..... 1-877-4TIBS-WX (1-877-484-2799)

Clearance Delivery Only ..... 1-888-766-8267

Lifeguard Flights Only ..... 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ \* ..... 1-866-225-7410

\* District of Columbia Special Flight Rules Area & Flight Restricted Zone

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

**TAF** KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT  
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA  
OVC008CB  
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR  
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

**METAR** KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB  
18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
<b>TAF</b>	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	<b>METAR</b>
<b>KPIT</b>	ICAO location indicator	<b>KPIT</b>
<b>091730Z</b>	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	<b>091955Z</b>
<b>091818</b>	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. <b>METAR</b> : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on	<b>COR</b>
<b>15005KT</b>	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>Var</u> ia <u>Ble</u> ); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for <b>METAR</b> , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V</u> 260	<b>22015G25KT</b>
<b>5SM</b>	Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in <b>TAF</b> <u>Plus</u> 6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	<b>3/4SM</b>
	Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>"I"</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No</u> change)	<b>R28L/2600FT</b>
<b>HZ</b>	Significant present, forecast and recent weather: see table (on back)	<b>TSRA</b>
<b>FEW020</b>	Cloud amount, height and type: <u>SKY</u> Clear 0/8, <u>FEW</u> >0/8-2/8, <u>SCaT</u> tered 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OVerCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering CU</u> mulus or <u>CumulonimBus</u> in <b>METAR</b> ; in <b>TAF</b> , only <u>CB</u> . <u>Vertical</u> Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated <b>METAR</b> reports only, <u>CLeaR</u> for "clear below 12,000 feet"	<b>OVC010CB</b>
	Temperature: degrees Celsius; first 2 digits, temperature <u>"I"</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06	<b>18/16</b>
	Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; ( <u>Q</u> -hectoPascals, e.g., Q1013)	<b>A2992</b>

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
<b>WS010/31022KT</b>	In U.S. <b>TAF</b> , non-convective low-level ( $\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); <u>"Z"</u> ; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u>	<b>RMK</b> <b>SLP045</b> <b>T01820159</b>
<b>FM1930</b>	In <b>METAR</b> , <u>ReMark</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/</u> dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	
<b>TEMPO 2022</b>	<u>From</u> and 2-digit hour and 2-digit minute <b>beginning</b> time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
<b>PROB40 0407</b>	<b>TEMPO</b> rary: changes expected for < 1 hour and in total, < half of 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
<b>BECMG 1315</b>	<b>PROB</b> ability and 2-digit percent (30 or 40): probable condition during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
	<b>BEC</b> oMinG: change expected during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	

**Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.**

## QUALIFIER

### Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

### Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

## WEATHER PHENOMENA

### Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets
UP Unknown precipitation in automated observations			

### Obscuration

BR Mist ( $\geq 5/8$ SM)	FG Fog ( $< 5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

### Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility  $\geq 10$  km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

**UNITED STATES DEPARTMENT OF COMMERCE**

**NOAA/PA 96052**

**National Oceanic and Atmospheric Administration—National Weather Service**

# FAA AND NWS

## KEY AIR TRAFFIC FACILITIES

### Air Traffic Control System Command Center

Main Number.....703-904-4400

#### RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	781-238-7500
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

#### AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7300
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	651-463-5580
New York	718-995-5426	8:00 a.m.-4:40 p.m.	516-468-1001
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

#### MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Potomac	718-995-5426	8:00 a.m.-4:30 p.m.	540-349-7500
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

## KEY AIR TRAFFIC FACILITIES

## DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	781-238-7001	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	7:30 a.m.-4:00 p.m.	973-565-5000
Norman Y. Mineta San Jose Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-643-3200	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-840-5544
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-643-3200	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-661-6031
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	561-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

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<b>®ALBUQUERQUE CENTER – 134.6</b> 132.8	<b>H-4-5-6-7, L-5-6-7-8-10-15-17-19</b>
Alamogordo – <b>132.65</b> 132.65	
Animas – 134.45 <b>133.0</b>	(KZAB)
Carlsbad – 135.875	
Childs Peak – <b>135.15 132.45</b> 126.45 125.25	
Clines Corner – <b>133.65</b> 133.65 132.8 125.075	
El Paso B – 128.2 <b>125.525</b>	
Globe Nr 1 – <b>135.725 132.9</b> 132.9	
Globe Nr 2 – <b>135.15</b> 133.85 <b>132.35</b> 132.35 125.4	
Mesa Rica – <b>125.075 119.45</b>	
Mount Dora – <b>133.05</b> 127.85	
Prescott – <b>135.325 134.325</b> 128.45	
Raton – 132.8	
Roswell – <b>132.65</b> 132.65	
Sandia Mountain – 132.8	
Silver City – 134.45	
Tesuque Peak – 132.8	
Truth or Consequences – 128.2	
Tucson – 134.45 <b>133.0</b>	
Tucumcari – <b>132.32 126.92</b> 126.85 <b>119.45</b>	
West Mesa – <b>134.6 133.65</b> 133.65 124.325 <b>119.45</b>	
Winslow – <b>128.125</b> 124.5	
Zuni – <b>134.6 132.9</b> 132.9 124.325 <b>120.55</b>	

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<b>®DENVER CENTER – 125.9</b>	<b>H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15</b>
Alamosa – 128.375	(KZDV)
Aspen – 134.5 <b>132.85</b> 125.35 119.85	
Brush A – 133.95	
Brush B – 118.475	
Cortez – 134.7 118.575	
Denver – 133.4 <b>132.85</b> 128.65 <b>126.875</b> 125.95	
Denver A – 126.5	
Denver B – 119.85	
Durango – 118.575	
Eastonville – <b>134.975</b>	
Farmington – <b>128.125 125.675</b> 118.575	
Goodland – 132.5	
Grand Mesa – <b>135.125 134.275 126.725 125.675</b>	
Grand Mesa A – 125.35	
Grand Mesa B – 134.5	
Gunnison – <b>133.525</b> 125.35	
Hanksville – 127.55	
Hayden – <b>128.325</b> 120.475	
Kremmling – <b>132.85</b> 128.65	
La Junta – <b>134.125</b> 133.4 <b>132.225</b> 128.37	
Montrose – 125.35	
Ogallala – <b>126.325</b> 132.7	
Pueblo – <b>135.4 132.225</b> 128.375	
Tuba City – <b>132.875</b> 127.55 <b>118.225</b>	
Walton Peak – 126.5	

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<b>®L. A. CENTER</b>	<b>H-3-4, L-3-4-5-7-8-9, A-2</b>
Arr—Dep U.S. – <b>135.45 134.55 134.4</b> 133.4 <b>132.15</b> 128.05 <b>127.4</b> 126.4 126.0 119.0	(KZLA)
Bakersfield – 127.1	
Baldwin Hills – 132.85	
Barstow – 134.65 <b>133.55</b> 132.5 132.3 126.35 <b>125.725</b>	
Blythe – <b>134.475 127.525</b>	
Cedar City – <b>135.55 135.25 127.35</b> 124.2	
Edom Hill – 133.75 <b>126.7</b>	
Julian – <b>127.525 126.775</b>	
Keeler – <b>124.625</b> 124.625	
Laguna – 128.6 128.15 <b>125.65</b> 125.65 <b>119.95</b>	
Lebec – <b>135.3 128.375</b>	

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Mount Potosi - 132.625 124.625 124.625  
 Nelson - 134.65 127.35 124.85 124.2 118.025  
 Ontario - 125.65  
 Palmdale - 132.5 125.275  
 Peach Springs - 128.075  
 Pleasants Peak - 132.85 125.275 119.95  
 Riverside - 126.35  
 Saddle Peak - 132.6 125.8  
 San Luis Obispo - 119.05  
 Santa Barbara - 135.5 132.15 126.525 119.05  
 Santa Catalina - 134.575  
 Seligman - 133.2 124.85  
 Tonopah - 124.625  
 Twentynine Palms - 133.2 128.15 126.35  
 Whittier - 125.275  
 Yuma - 126.775

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® OAKLAND CENTER

H-3-4, L-2-3-7-5-9-11, A-2  
(KZOA)

Angels Camp - 134.375 132.95 127.95 126.85 121.25 119.75  
 Bishop - 125.75  
 Fallon - 134.45 128.8  
 Ferndale - 134.15 134.15  
 Fresno - 134.375 133.7 132.8 126.9 123.8  
 Half Moon Bay - 134.15 134.15 127.45 125.45 119.475  
 Hollister - 127.45  
 Mina - 132.05 127.175 125.75  
 Mount Tamalpais - 127.8  
 Priest - 134.55 133.7 132.8 128.7  
 Red Bluff - 134.975 132.2 119.975  
 Reno - 134.45 128.8  
 Sacramento - 132.95  
 San Luis Obispo - 128.7  
 South Lake Tahoe - 134.3  
 Squaw Valley - 127.95  
 Tonopah - 132.05 125.75  
 Ukiah - 134.975 132.2 127.8 119.975

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® SALT LAKE CITY CENTER

H-1-2-3, L-9-11-12-13-14  
(KZLC)

Battle Mountain - 132.25 128.725  
 Bryce Canyon - 133.6  
 Cedar City - 125.575 125.575  
 Delle - 132.025 128.55 128.55  
 Delta - 127.825 125.575  
 Elko - 132.25 128.725  
 Ely - 133.45  
 Fairfield - 133.9  
 Francis Peak - 135.775 127.7 119.95  
 Hanksville - 133.6 133.6  
 Myton - 135.775 119.95  
 Sunnyside - 133.9 127.925 127.925 125.575  
 Tonopah - 133.45 133.45  
 Wilson Creek - 134.525 133.45 133.45 127.925 127.925  
 Winnemucca - 132.25

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® SEATTLE CENTER

H-1-3, L-1-2-11-13

Antelope Mountain - 124.85  
 Arcata - 124.85  
 Ferndale - 135.15 124.85  
 Klamath Falls - 134.9 127.6

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(KZSE)

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

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### ALBUQUERQUE AFSS

ALBUQUERQUE RCO **122.55**  
 ALAMOGORDO RCO 122.15  
 ANTON CHICO VORTAC 117.8T 122.1R  
 CARLSBAD RCO **122.65**  
 CIMARRON VORTAC 116.4T 122.1R  
 CLINES CORNERS RCO 122.3  
 CLOVIS RCO 122.5  
 CORONA VORTAC 115.5T 122.1R  
 DEMING RCO 122.2  
 FARMINGTON RCO **122.4**  
 GALLUP VORTAC 115.1T 122.1R **122.6**  
 HOBBS RCO 122.2  
 LAS VEGAS RCO 122.6  
 ROSWELL RCO **122.45**  
 RUIDOSO RCO 122.25  
 SANTA FE RCO 122.2  
 SILVER CITY VORTAC 110.8T 122.1R  
 SOCORRO VORTAC 116.8T 122.1Re  
 TAOS VORTAC 117.6T 122.1R 122.25  
 TRUTH OR CONSEQUENCES RCO 122.2  
 TUCUMCARI RCO **122.35**  
 ZUNI RCO 122.05

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### CEDAR CITY AFSS

ABAJO PEAK RCO 122.55  
 BONNEVILLE VORTAC 112.3T 122.1R  
 BRYCE CANYON RCO 122.2  
 BULLFROG BASIN RCO **122.4**  
 CARBON RCO 122.2  
 CEDAR CITY RCO 122.2 122.6  
 DELLE RCO **122.5**  
 DELTA RCO 122.55  
 FAIRFIELD RCO 122.25  
 FRANCIS PEAK RCO 122.2  
 HALLS CROSSING RCO 122.4  
 HANKSVILLE RCO 122.65  
 LUCIN VORTAC 113.6T 122.1R  
 MILFORD VORTAC 112.1T 122.1R  
 MOAB RCO 122.3  
 MYTON VORTAC 112.7T 122.1R  
 OGDEN RCO 122.45  
 RICHFIELD RCO **122.5**  
 ST GEORGE RCO 122.5  
 SALT LAKE CITY RCO 122.4  
 VERNAL RCO 122.35

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### DENVER AFSS

AKRON RCO 120.675  
 ALAMOS RCO 122.15  
 BADGER MOUNTAIN RCO 122.2  
 BLACK FOREST RCO 122.25  
 BLUE MESA RCO 122.55  
 CORTEZ RCO 122.3  
 DENVER RCO 122.2 122.35 123.65  
 DOVE CREEK RCO 122.5  
 DURANGO RCO **122.35**  
 EAGLE RCO 122.2  
 FORT COLLINS-LOVELAND RCO 122.4  
 GILL RCO 122.65  
 GLENWOOD SPRINGS RCO 122.2  
 GRAND JUNCTION RCO 122.6  
 GRAND MESA RCO 122.2  
 HAYDEN RCO 122.25  
 KREMMLING RCO 122.3  
 LA JUNTA RCO **122.6**

LAMAR VORTAC 116.9T 122.1R  
 LIMON RCO 122.475  
 MEEKER RCO 122.15  
 MONTROSE RCO 122.65  
 PUEBLO RCO 122.2  
 RANGELY RCO 122.65  
 RED TABLE MOUNTAIN RCO 122.4  
 RIFLE RCO 122.5  
 STEAMBOAT SPRINGS RCO 122.2  
 TELLURIDE RCO 122.15  
 TRINIDAD RCO 122.2

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### HAWTHORNE AFSS

BURBANK RCO 122.35  
 FILLMORE VORTAC 112.5T 122.1R  
 GUADALUPE VOR 111.0T 122.1R  
 HAWTHORNE RCO 122.2 122.5  
 PASO ROBLES RCO 122.4  
 SAN MARCUS VORTAC 114.9T 122.1R 122.3

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### OAKLAND AFSS

ARCATA RCO 122.6  
 CRESCENT CITY RCO 122.3  
 EUREKA RCO 122.35  
 GARBERVILLE RCO 122.3  
 MOUNTAIN VIEW RCO **122.5**  
 MOUNT TAMALPAIS RCO **122.35**  
 OAKLAND RCO 122.2 **122.5** 129.4 131.95  
 POINT ARENA RCO 122.6  
 SALINAS RCO **122.6**  
 UKIAH RCO **122.35**

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### PRESCOTT AFSS

AJO RCO 122.65  
 BAGDAD RCO 122.5  
 BISBEE RCO 122.4  
 BLACK METAL PEAK RCO 122.55  
 BUCKEYE VORTAC 110.6T 122.1R  
 COCHISE VORTAC 115.8T 122.1R  
 DOUGLAS RCO 122.6  
 FLAGSTAFF VOR/DME 113.85T 123.65R  
 GILA BEND VORTAC 116.6T 122.1R  
 GLOBE RCO 122.3  
 GRAND CANYON RCO 123.65  
 KAYENTA RCO 122.45  
 KINGMAN VOR/DME 108.8T 122.1R  
 MINGUS MOUNTAIN RCO **122.3**  
 MOUNT LEMMON RCO 122.4  
 NEEDLES VORTAC 115.2T 122.1R  
 NOGALES RCO 122.4  
 PAGE RCO 122.6  
 PEACH SPRINGS RCO 122.25  
 PHOENIX RCO 122.2 122.6  
 PRESCOTT RCO 122.2 122.4  
 SAFFORD RCO 122.3  
 ST JOHNS VORTAC 112.3T 122.1R  
 STANFIELD VORTAC 114.8T 122.1R  
 TUBA CITY VORTAC 113.5T 122.05R  
 TUCSON RCO 122.2  
 WINSLOW RCO 122.6  
 YUMA RCO 122.2

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### RANCHO MURIETA AFSS

ANGELS CAMP RCO **122.3**  
 ANTELOPE MOUNTAIN RCO 122.4  
 BAKERSFIELD RCO **122.45**  
 CHICO VOR/DME 109.8T 122.1R  
 EL NIDO VOR/DME 114.2T 122.1R  
 FALL RIVER MILLS RCO 122.4  
 FELLOWS VORTAC 117.5T 122.1R  
 FORT JONES VOR/DME 109.6T 122.1R

FRESNO RCO 122.2 **122.55**  
 GORMAN VORTAC 116.1T 122.1R  
 HANGTOWN VOR/DME 115.5T 122.1R  
 MARYSVILLE VOR/DME 110.8T 122.1R 122.6  
 MAXWELL VORTAC 110.0T 122.1R  
 MODESTO VOR/DME 114.6T 122.1R  
 PANOCHE VORTAC 112.6T 122.1R  
 QUINCY RCO 122.4  
 RANCHO MURIETA RCO 122.2  
 RED BLUFF RCO **122.4**  
 REDDING VOR/DME 108.4T 122.1R  
 SACRAMENTO RCO **122.05**  
 STOCKTON RCO 122.65  
 TULE PORTERVILLE VOR/DME 109.2T 122.1R  
 VALSALIA VOR/DME 109.4T 122.1R  
 WEAVERVILLE RCO 122.4

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### RENO AFSS

BEATTY VORTAC 114.7T 122.1R  
 COALDALE VORTAC 117.7T 122.1R  
 CURRANT RCO 122.3  
 ELKO RCO 122.6  
 ELY RCO 122.2  
 EUREKA RCO 122.3  
 HAZEN VORTAC 114.1T 122.1R  
 JACKPOT RCO 122.5  
 LAS VEGAS RCO 122.4  
 LOVELOCK RCO 122.4  
 MINA VORTAC 115.1T 122.1R  
 MORMON MESA VORTAC 114.3T 122.1R  
 MOUNT LEWIS RCO **122.65**  
 MOUNT POTOSI RCO 122.35  
 RENO RCO 122.2 122.5  
 SOD HOUSE RCO 122.6  
 SQUAW VALLEY RCO 122.25  
 TONOPAH RCO 122.6  
 WELLS VOR 114.2T 122.1R  
 WILSON CREEK VORTAC 116.3T 122.1R  
 WINNEMUCCA RCO 122.3

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### RIVERSIDE AFSS

BARSTOW RCO 122.3  
 BISHOP RCO 122.6  
 BLYTHE RCO 122.4  
 DAGGETT RCO 122.2  
 GOFFS VORTAC 114.4T 122.05R  
 FURNACE CREEK RCO 122.2  
 HECTOR VORTAC 112.7T 122.1R  
 HOMELAND VOR 113.4T 122.1R  
 LANCASTER RCO 122.2  
 MAMMOTH RCO 122.15  
 NEEDLES RCO 122.2  
 PALM SPRINGS VORTAC 115.5T 122.1R  
 PARKER VORTAC 117.9T 122.1R  
 POMONA RCO 123.65  
 RAND MOUNTAIN RCO 122.4  
 RIVERSIDE RCO 122.05 122.2  
 SANTA ANA RCO 122.45  
 THERMAL RCO **122.3**  
 TWENTYNINE PALMS VORTAC 114.2T 122.1R

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### SAN DIEGO AFSS

BARD VORTAC 116.8T 122.1R  
 IMPERIAL VORTAC 115.9T 122.1R 122.5  
 JULIAN RCO 123.65  
 OCEANSIDE VORTAC 115.3T 122.1R  
 SAN DIEGO RCO 122.2 122.4  
 YUMA RCO 122.6

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**FLIGHT STANDARDS DISTRICT OFFICES (FSDO)**

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

**ARIZONA**

17777 N. Perimeter Drive, Suite 101  
Scottsdale, AZ 85255  
Telephone: 480-419-0111

**CALIFORNIA**

Fresno Air Terminal  
4955 E. Anderson, Suite #110  
Fresno, CA 93727-1573  
Telephone: 559-487-5306

5001 Airport Plaza Drive, Suite #100  
Long Beach, CA 90815  
Telephone: 562-420-1755

2250 E. Imperial Highway, Suite #140  
El Segundo, CA 90245  
Telephone: 310-215-2150

1420 Harbor Bay Parkway, Suite 280  
Alameda, CA 94502-7083  
Telephone: 510-748-0122  
Fax: 510-748-9559

6961 Flight Rd.  
Riverside, CA 92504  
Telephone: 951-276-6701

6650 Belleau Wood Lane  
Sacramento, CA 95822  
Telephone: 916-422-0272

8525 Gibbs Drive, Suite 120  
San Diego, CA 92123  
Telephone: 619-557-5281

San Francisco IFO  
831 Mitten Road, Room 105  
Burlingame, CA 94010-1303  
Telephone: 650-876-2771

San Francisco CMO  
863 Mitten Road, Building B  
Burlingame, CA 94010-1303  
Telephone: 650-876-9013

1250 Aviation Ave., Suite 295  
San Jose, CA 95110-1130  
Telephone: 408-291-7681

16501 Sherman Way, Suite 330  
Van Nuys, CA 91406  
Telephone: 818-904-6291

**COLORADO**

26805 E. 68th Avenue, Suite 200  
Denver, CO 80249-6361  
Telephone: 303-342-1100

**NEVADA**

7181 Amigo Street, Suite 180  
Las Vegas, NV 89119  
Telephone: 702-269-1445  
Fax: 702-269-8013

4900 Energy Way  
Reno, NV 89502  
Telephone: 775-858-7700

**NEW MEXICO**

1601 Randolph Road SE, Suite 200N  
Albuquerque, NM 87106  
Telephone: 505-764-1200  
1-800-531-8999 (NM only)  
1-800-531-1124

**UTAH**

1020 North Flyer Way  
Salt Lake City, UT 84116  
Telephone: 801-257-5020

## ROUTES

### PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.

2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).

3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.

4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.

5. Where more than one route is listed the routes have equal priority for use.

6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.

7. Intersection names are spelled out.

8. Navaid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).

9. Where two nav aids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.

10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.

11. (90-170 incl) altitude flight level assignment in hundred of feet.

12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.

13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

Sun..... 1300-2259 local time.

Mon thru Fri ..... 0701-2259 local time.

Sat ..... 0701-1459 local time.

14. Use current SIDs and STARs for flight planning.

15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

### LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
<b>SAN FRANCISCO/OAKLAND METRO AREA</b>		
From SAN FRANCISCO Area: West Bay Airports		
Los Angeles Area .....	(70-90-110-130-150-170) V27 VTU V299	
	SADDE V107 LAX .....	1400-0800
From OAKLAND Area: East Bay Airports		
Los Angeles Area .....	(70-90-110-130-150-170) V109 PXN V113	1400-0800
	V485 V299 SADDE V107 LAX .....	

## HIGH ALTITUDE

Terminals	Route	Effective Times (UTC)
<b>ALBUQUERQUE (ABQ)</b>		
Chicago O'Hare (ORD).....	J18 GCK J96 IRK BDF-STAR.....	1100-0400
Houston (HOU).....	(Turbojets) LLO TEXNN-STAR.....	
Houston (IAH).....	LLO RIICE-STAR.....	
<b>ASPEN (ASE)</b>		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
<b>BURBANK (BUR)</b>		
Chicago O'Hare (ORD).....	(all B747, B767, B727, DC10, DC87, L1011) DAG LAS BCE MTU OCS J94 ONL J148 MCW JVL-STAR.....	0000-2359
	or	
	(all other jets) DAG EED DRK J96 IRK BDF-STAR..	0000-2359
Detroit Metro-Wayne Co (DTW) .....	[BUR OBH] OBH J100 DBQ BAE MKG POLAR-STAR .....	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG) .....	[BUR OBH] OBH J100 DBQ BAE MKG LAN SPRTN-STAR .....	1100-0300
<b>DENVER (DEN)</b>		
Boca Raton (BCT).....	[DEN ONL] (Turbojets-GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW PRRIE (RNAV)-STAR .....	
Boston (BOS).....	[DEN ONL] J94 DBQ BAE J16 ALB GDM-STAR .....	
Chicago O'Hare (ORD).....	[DEN ONL] MCW JVL-STAR .....	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
Dallas/Fort Worth (DFW) .....	J17 AMA J58 SPS UKW .....	
Detroit Metro-Wayne Co (DTW) .....	[DEN OBH] J100 DBQ BAE MKG POLAR-STAR .....	
Fort Lauderdale (FLL) .....	(all others) [DEN ICT] RZC VUZ MGM SZW J41 PIE FORTL-STAR.....	
	or	
	(GPS or DME/DME-IRU equipped) [DEN ICT] RCZ VUZ MGM SZW JINGL (RNAV)-STAR .....	
Ft Myers (RSW) .....	TTT J58 HRV Q105 BLVNS Q102 BAGGS TYNEE (RNAV)-STAR .....	
Houston (HOU).....	(Turbojets) PNH MQP ELLVR TEXNN-STAR .....	
Houston (IAH) .....	PNH MQP RIICE-STAR.....	
Kennedy (JFK).....	[DEN ONL] J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	
Miami (MIA) .....	(all others) [DEN ICT] RZC VUZ MGM SZW J41 PIE CYY-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) [DEN ICT] ICT RZC VUZ MGM SZW SSCOT (RNAV)-STAR .....	
Newark (EWR) .....	IOW GIJ J554 CRL J584 SLT FQM-STAR .....	
Orlando Intl (MCO).....	[DEN ICT] RZC MEM J41 PIE LAL .....	1100-0400
	or	
	(GPS or DME/DME-IRU equipped) ICT RZC MEM J41 PIE COSTR (RNAV)-STAR .....	1100-0400
Palm Beach (PBI) .....	[DEN ICT] (Turbojets-GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW WLACE (RNAV)-STAR.....	
	or	
	[DEN ICT] (Turbojets-GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW CTY WLACE (RNAV) -STAR .....	
Pittsburgh (PIT) .....	[DEN JOT] JOT J146 J34 DJB V30 ACO V337 CUTTA .....	1500-0100
Sarasota/Bradenton (SRQ).....	DFW J58 COVIA SRQ-STAR.....	
Tampa (TPA) .....	[DEN ICT] RZC VUZ MGM SZW DARBS-STAR .....	
	or	
	[DEN ICT optional] (GPS or DME/DME-IRU equipped) ICT RZC VUZ MGM SZW FOXX (RNAV)-STAR .....	

Terminals	Route	Effective Times (UTC)
West Palm Beach (PBI) .....	[DEN ICT] (Turbojets-GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW WLACE (RNAV)-STAR .....	
	or	
	[DEN ICT] (Turbojets-GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW CTY GULLO (RNAV)-STAR .....	
<b>FRESNO (FAT)</b>		
Denver .....	OAL J148 DTA J84 EKR TOMSN-STAR .....	1400-0000
<b>LAS VEGAS (LAS)</b>		
Chicago O'Hare (ORD) .....	(FL240 and above, All) BCE MTU OCS J94 ONL J94 DBQ JVL JVL-STAR .....	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
Detroit/Wayne Co (DTW) .....	BAE MKG POLAR-STAR .....	
	or	
Houston (HOU) .....	PXV VHP FWA MIZAR-STAR .....	
	(Turbojets) LLO TEXNN-STAR .....	
	or	
Houston (IAH) .....	FST SAT LISSE-STAR .....	
	LLO RIICE-STAR .....	
	or	
	FST SAT GLAND-STAR .....	
<b>LONG BEACH (LGB)</b>		
Dallas/Fort Worth (DFW) .....	TRM J169 TFD J50 SSO J4 INK JEN .....	1400-2300
Detroit Metro-Wayne Co (DTW) .....	J100 DBQ BAE MKG POLAR-STAR .....	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG) .....	J100 DBQ BAE MKG LAN SPRTN-STAR .....	1100-0300
Portland, OR (PDX) .....	EHF J65 RBL .....	1300-0600
Seattle/Tacoma (SEA) .....	EHF CZQ LIN .....	1300-0500
<b>LOS ANGELES (LAX)</b>		
Boston (BOS) .....	J9 MLF J107 OCS J94 DBQ BAE J16 ALB GDM-STAR .....	
	or	
	J9 MLF J107 DDY J158 ABR J70 GEP J106 GRB J38 ECK J16 ALB GDM-STAR .....	
Chicago O'Hare (ORD) .....	(all B747, B767, B727, DC10, DC87, L1011) DAG LAS BCE MTU OCS J94 ONL J148 MCW JVL-STAR .....	1100-0300
	or	
	(all other jets) TRM J78 DRK J96 IRK BDF-STAR ....	1100-0300
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
Detroit Metro-Wayne (DTW) .....	BAE MKG POLAR-STAR .....	
	or	
	PXV VHP FWA MIZAR-STAR .....	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG) .....	J100 DBQ BAE MKG LAN SPRTN-STAR .....	1100-0300
Houston (HOU) .....	FST J138 SAT LISSE-STAR .....	
Houston (IAH) .....	FST J138 SAT GLAND-STAR .....	
Kennedy (JFK) .....	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	
	or	
	J146 DVC J197 GLD J146 GIJ J554 JHW J70 LVZ LENDY-STAR .....	0000-1400
	or	
	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	1700-2359
Newark (EWR) .....	DAG J100 OBH J10 IOW J60 JOT J146 GIJ J554 CRL J584 SLT FQM-STAR .....	1700-1759 and 2100-2159
Pittsburgh (PIT) .....	JOT J146 J34 DJB V30 ACO V337 CUTTA .....	1300-0100
	or	
	J146 DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA .....	
Portland, OR (PDX) .....	EHF J65 RBL .....	1300-0600
Seattle/Tacoma (SEA) .....	EHF CZQ LIN .....	1300-0500



Terminals	Route	Effective Times (UTC)
<b>MONTEREY (MRY)</b>		
Denver (DEN) .....	OAL J148 DTA J84 EKR TOMSN-STAR .....	1400-0000
<b>OAKLAND (OAK)</b>		
Chicago O'Hare (ORD) .....	(FL240 and above, Jets) to join ONL J94 DBQ JVL JVL-STAR .....	0000-2359
Denver (DEN) .....	J84 EKR TOMSN-STAR .....	1400-0000
	or	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
Detroit Metro-Wayne Co (DTW) .....	SAC FMG J94 DBQ BAE MKG POLAR-STAR .....	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG) .....	SAC FMG J94 DBQ BAE MKG LAN SPRTN-STAR ...	1400-0400
Houston (HOU) .....	(Turbojets) PNH MQP ELLVR TEXNN-STAR .....	
Houston (IAH) .....	PNH MQP RIICE-STAR .....	
Newark (EWR) .....	SAC FMG J94 OBK J584 SLT FQM-STAR .....	0000-2359
	or	
	FMG J94 OBK J584 CRL J584 SLT FQM-STAR .....	
Phoenix (PHX) .....	OAL J92 DRK .....	1600-0500
<b>ONTARIO (ONT)</b>		
Chicago O'Hare (ORD) .....	(FL240 and above, All DC8, B747, B767, B727, DC10, L1011) DAG LAS BCE MTU OCS J94 ONL J94 DBQ JVL JVL-STAR .....	0000-2359
	or	
	(FL240 and above, All others) TRM J78 DRK J96 IRK BDF3 .....	0000-2359
Dallas/Fort Worth (DFW) .....	TRM J169 TFD J50 SSO J4 INK JEN .....	1400-2300
Detroit Metro-Wayne Co (DTW) .....	DAG OBH J100 DBQ BAE MKG POLAR-STAR .....	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG) .....	OBH J100 DBQ BAE MKG LAN SPRTN-STAR .....	1100-0300
Houston (HOU) .....	FST J138 SAT LISSE-STAR .....	
Houston (IAH) .....	FST J138 SAT GLAND-STAR .....	
Kennedy (JFK) .....	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	1400-2200
Pittsburgh (PIT) .....	DAG J146 DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA .....	1300-0100
Portland (PDX) .....	EHF J65 RBL .....	1300-0600
Seattle/Tacoma (SEA) .....	EHF CZQ LIN .....	1300-0500
Vancouver (CYVR) .....	EHF CZQ LIN .....	1800-2100
		and 2330-0200
<b>PALM SPRINGS (PSP)</b>		
Chicago O'Hare (ORD) .....	(FL240 and above, All DC8, B747, B767, B727, DC10, L1011) join ONL J94 DBQ JVL JVL-STAR ..	0000-2359
	or	
	(FL240 and above, All others) join DRK J96 IRK J26 BDF V10 PLANO .....	
<b>PHOENIX (PHX)</b>		
Chicago O'Hare (ORD) .....	J18 SLN J96 IRK BDF-STAR .....	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
Dallas/Fort Worth (DFW) .....	CIE J2 ELP J50 INK JEN .....	1400-2300
Detroit Metro-Wayne (DTW) .....	BAE MKG POLAR-STAR .....	
	or	
	PXV VHP FWA MIZAR-STAR .....	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG) .....	PAYSO GUP J102 ALS J13 FQF J128 DBQ BAE MKG LAN SPRTN-STAR .....	1100-0300
Houston (HOU) .....	FST J138 SAT LISSE-STAR .....	
Houston (IAH) .....	FST J138 SAT GLAND-STAR .....	
Kennedy (JFK) .....	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 JHW J70 LVZ LENDY-STAR .....	0000-1429
	or	
	GUP J102 ALS PUB GLD J146 GIJ J554 JHW J70 LVZ LENDY-STAR .....	0000-1429
	or	
	GUP J102 ALS PUB GLD J197 OBH J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	1430-2359

Terminals	Route	Effective Times (UTC)
Newark (EWR) .....	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 CRL J584 FQM-STAR .....	
	or	
	GUP J102 ALS PUB GLD J146 GIJ J554 CRL J584 FQM-STAR .....	0000-1459
Oakland (OAK) .....	J92 OAL ECA V195 .....	1600-0500
San Francisco (SFO) .....	J92 OAL MOD .....	1600-0500
San Jose (SJC) .....	J92 OAL HYP .....	1600-0500
<b>RENO (RNO)</b>		
Chicago O'Hare (ORD) .....	J32 CZI J82 FSD J16 MCW JVL-STAR .....	0000-2359
Denver (DEN) .....	MVA EKR TOMSN-STAR .....	1400-0000
	or	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
<b>SACRAMENTO (SAC)</b>		
Chicago O'Hare (ORD) .....	(FL240 and above, Jets) to join ONL J94 DBQ JVL JVL-STAR .....	0000-2359
Denver (DEN) .....	J84 EKR TOMSN-STAR .....	1400-0000
	or	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
Phoenix (PHX) .....	OAL J92 DRK .....	
<b>SALT LAKE CITY (SLC)</b>		
Boston (BOS) .....	TCH MCW J16 ECK BUF J16 ALB GDM GDM-STAR .....	
	or	
	OCS J107 DDY J158 ABR J70 GEP J106 GRB J38 ECK J16 ALB GDM-STAR .....	
	or	
	OCS J94 DBQ BAE J16 ALB GDM-STAR .....	
Chicago O'Hare (ORD) .....	(FL240 and above, All) OCS J94 ONL J94 DBQ JVL JVL-STAR .....	0000-2359
Houston (HOU) .....	(Turbojets) PNH MQP ELLVR TEXNN-STAR .....	
Houston (IAH) .....	PNH MQP RIICE-STAR .....	
Kennedy (JFK) .....	OCS J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	0700-2359
<b>SAN DIEGO (SAN)</b>		
Chicago O'Hare (ORD) .....	IPL J18 SLN J96 IRK BDF-STAR .....	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
Dallas/Fort Worth (DFW) .....	IPL J18 GBN J50 SSO J4 INK JEN .....	1400-2300
Detroit/Wayne (DFW) .....	BAE MKG POLAR-STAR .....	
	or	
	PXV VHP FWA MIZAR-STAR .....	
Houston (HOU) .....	FST J138 SAT LISSE-STAR .....	
Houston (IAH) .....	FST J138 SAT GLAND-STAR .....	
Kennedy (JFK) .....	IPL J18 PXR J102 ALS PUB GLD J197 OBH J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	1430-2359
Pittsburgh (PIT) .....	JOT J146 J34 DJB V30 ACO V337 CUTTA .....	1300-0100
	or	
	DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA .....	
Portland (PDX) .....	EHF J65 RBL J1 .....	1300-0600
Seattle/Tacoma (SEA) .....	EHF CZQ LIN J189 BTG OLM-STAR .....	1300-0500
Vancouver (CYVR) .....	EHF CZQ LIN J189 LMT J65 SEA PAE ACORD-STAR .....	1800-2100 and 2330-0200
<b>SAN FRANCISCO (SFO)</b>		
Boston (BOS) .....	FMG J94 DBQ BAE J16 ALB GDM-STAR .....	
Chicago O'Hare (ORD) .....	FMG J32 CZI J82 FSD J16 MCW JVL-STAR .....	1500-0400
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
Denver (DEN) .....	J84 EKR TOMSN-STAR .....	1400-0000
	or	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
Detroit Metro-Wayne (DTW) .....	PXV VHP FWA MIZAR-STAR .....	
	or	
	BAE MKG POLAR-STAR .....	

Terminals	Route	Effective Times (UTC)
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CQGG) .....	SAC FMG J94 DBQ BAE MKG LAN SPRTN-STAR	1400-0400
Houston (HOU) .....	(Turbojets) PNH MQP ELLVR TEXNN-STAR .....	
Houston (IAH) .....	PNH MQP RIICE-STAR .....	
Kennedy (JFK) .....	FMG J94 OBK J584 CRL J554 JHW J70 LVZ	
	LENDY-STAR .....	0000-2359
Newark (EWR) .....	FMG J94 OBK J584 SLT FQM-STAR .....	0000-2359
Phoenix (PHX) .....	OAL J92 DRK .....	1600-0500
Pittsburgh (PIT) .....	FMG J94 BFF OBH DSM IOW J60 JOT J146 J34	
	DJB V30 ACO V337 CUTTA .....	1300-0100
Toronto (CYYZ) .....	FMG J32 ABR J70 GEP J106 GRB J38 ECK	
	YWT-STAR .....	
<b>SAN JOSE (SJC)</b>		
Chicago O'Hare (ORD) .....	(FL240 and above, All) J32 BAM J94 DBQ JVL	
	JVL-STAR .....	0000-2359
Denver (DEN) .....	J84 EKR TOMSN-STAR .....	1400-0000
Houston (HOU) .....	(Turbojets) LLO TEXNN-STAR .....	
Houston (IAH) .....	LLO RIICE-STAR .....	
Phoenix (PHX) .....	OAL J92 DRK .....	1600-0500
<b>SANTA ANA (SNA)</b>		
Chicago O'Hare (ORD) .....	TRM J78 DRK J96 IRK J26 BDF V10 PLANO .....	
Dallas/Fort Worth (DFW) .....	TRM J169 TFD J50 SSO J4 INK JEN .....	1400-2300
Detroit Metro-Wayne Co (DTW) .....	TRM PKE J96 DRK FLG J10 FQF J128 DBQ BAE	
	MKG POLAR-STAR .....	1100-0300
Portland (PDX) .....	EHF J65 RBL J1 OED .....	1300-0600
Seattle/Tacoma (SEA) .....	EHF CZQ LIN J189 LMT .....	1300-0500
<b>TUCSON (TUS)</b>		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) .....	OBK CRL HIMEZ-STAR .....	
Houston (HOU) .....	FST J138 SAT LISSE-STAR .....	
Houston (IAH) .....	FST J138 SAT GLAND-STAR .....	

### SPECIAL HIGH ALTITUDE ARRIVAL ROUTES FOR DENVER TERMINAL AREA

<b>SOUTHEAST</b>	
Denver .....	over LAA QUAIL-STAR .....
<b>SOUTH</b>	
Denver .....	over TBE J171 TODDE QUAIL-STAR .....
.....	over ALS LARKS-STAR .....
.....	over HBU POWDR-STAR .....
<b>SOUTHWEST</b>	
Denver .....	over DVC J146 HBU POWDR-STAR .....
.....	over TBC ABOTS LARKS-STAR
.....	or
.....	over TBC J128 HBU POWDR-STAR .....
.....	over FMN LARKS-STAR .....
.....	over ALS LARKS-STAR .....
<b>WEST</b>	
Denver .....	over EKR TOMSN-STAR .....
.....	over TCH J56 CHE TOMSN-STAR .....
.....	over OCS J154 ALPOE RAMMS-STAR .....
<b>NORTHWEST</b>	
Denver .....	over MBW RAMMS-STAR .....
<b>NORTH</b>	
Denver .....	over BFF LANDR-STAR .....
<b>NORTHEAST</b>	
Denver .....	over ONL J114 SNY LANDR-STAR .....
.....	over OBH J10 LBF SAYGE-STAR .....
<b>EAST</b>	
Denver .....	over OBH J10 LBF SAYGE-STAR .....
.....	over GCK J154 RYLIE DANDD-STAR .....

## SPECIAL HIGH ALTITUDE ARRIVAL ROUTES FOR SALT LAKE CITY TERMINAL AREA

## SOUTHEAST

Salt Lake City ..... over JNC J12 HELPR SPANE-STAR.....  
 ..... over EKR MTU SPANE-STAR .....

## SOUTH

Salt Lake City ..... over BCE DTA-TCH .....  
 ..... over MLF DTA-TCH .....

## WEST

Salt Lake City ..... over BVL BVL-STAR .....

## NORTHWEST

Salt Lake City ..... over BY1 BEARR-STAR.....

## NORTH

Salt Lake City ..... over PIH BEARR-STAR .....  
 ..... over DBS BRIGHAM CITY-STAR .....

## NORTHEAST

Salt Lake City ..... over JAC BRIGHAM CITY-STAR .....

## EAST

Salt Lake City ..... over OCS BRIGHAM CITY-STAR .....

## SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic overflying Salt Lake Center, westbound south of a line from Rock Springs VORTAC (OCS) to Mina VORTAC (MVA):		
Salt Lake City (ZLC) .....	TATOO DOUGLE MADWIN-STAR..... or RUMPS OAL MODESTO-STAR .....	
	or TPH CANDA HYPER (RNAV)-STAR .....	
Traffic overflying Salt Lake Center, westbound north of a line from Rock Springs VORTAC (OCS) to Mina VORTAC (MVA):		
Salt Lake City (ZLC) .....	FMG RAIDR (RNAV)-STAR .....	
	or FMG ILA PYE GOLDEN GATE-STAR.....	
	or FMG HYPER (RNAV)-STAR .....	
Transcon flights overflying Salt Lake City Center, westbound south of Wasatch VORTAC (TCH):		
Salt Lake City (ZLC) .....	DTA TATOO DUGLE MADWIN-STAR .....	
Salt Lake City (ZLC) .....	DTA RUMPS OAL MODESTO-STAR .....	
Salt Lake City (ZLC) .....	ILC TATOO DUGLE MADWIN-STAR .....	
Salt Lake City (ZLC) .....	ILC RUMPS OAL MODESTO-STAR .....	
Transcon flights overflying Salt Lake City Center, westbound Wasatch VORTAC (TCH) or north of (TCH):		
Salt Lake City (ZLC) .....	FMG RAIDR (RNAV)-STAR .....	
Salt Lake City (ZLC) .....	FMG ILA PYE GOLDEN GATE-STAR .....	
Traffic departing Salt Lake City Center, westbound south of Wasatch VORTAC (TCH):		
Salt Lake City (ZLC) .....	TPH CANDA EL NIDO-STAR .....	
Traffic departing Salt Lake City Center, westbound from or north of Wasatch VORTAC (TCH):		
Salt Lake City (ZLC) .....	FMG EL NIDO-STAR .....	

## HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J110 .....	Farmington, NM to Boulder City, NV .....	West	1500-0300

## Q-ROUTES REGULATORY

**Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.**

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

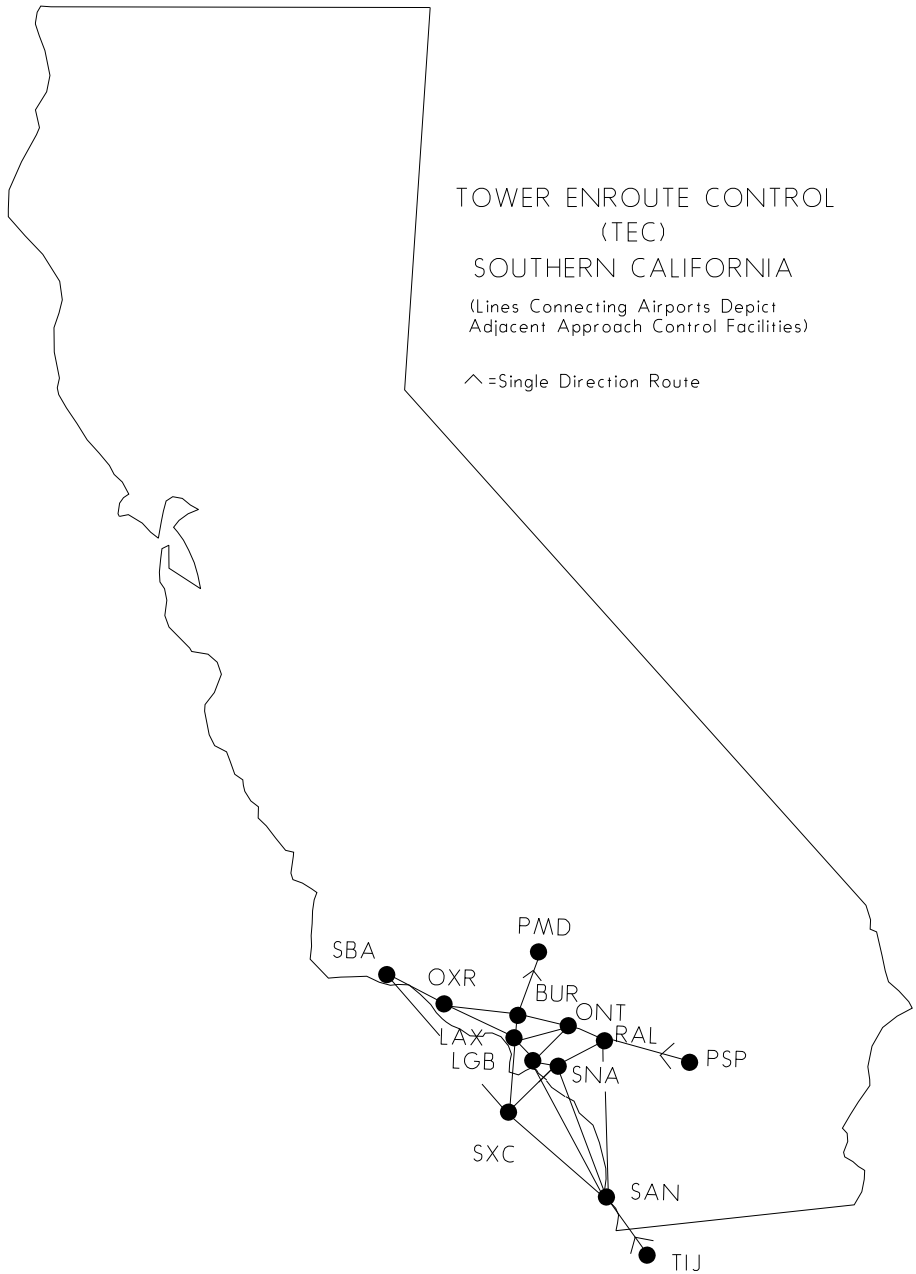
GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

Route	Segment	DME
Q1	ELMAA-ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE-EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON-EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY-ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE-ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
Q2	ETCHY-POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL-ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO-NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
Q3	FEPOT-FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK-FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY-FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER-FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND-POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
Q4	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE-SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR-ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL-SKTTT	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
Q5	SKTTT-EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
	HAROB-HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU-HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR-HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG-HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
Q7	HUPTU-STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
	JINMO-JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN-JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ-JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
	JAGWA-AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
Q9	SUMMA-SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE-SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE-REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG-DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
	PAAGE-PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
Q11	PAWLI-PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE-PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH-LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
	All segments	None; GNSS required
	All segments	None; GNSS required
Q13	PLESS-NASHVILLE	ENL, GQO, PXV, BNA, IUI, FAM, BWG, CSX
Q15	CORONA-HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
Q19	HONDS-UNNOS	CNX, INK, CME, TXO, TCC
Q20	UNNOS-FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO-JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ-RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
Q22	GUSTI-OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY-ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJJ
	ACMES-CATLN	SJJ, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH-RAZORBACK	OKM, RZC, EOS, TUL

Route	Segment	DME
Q24	LAKE CHARLES-BATON ROUGE BATON ROUGE-IRUBE IRUBE-PAYTN	AEX, DAS, LCH, MCB, LFT, BTR AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW-WALNUT RIDGE WALNUT RIDGE-WLSUN WLSUN-POCKET CITY	ELD, MEM, LIT, FAM, RZC MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE-DEVAC	LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH-ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN-PYRMD PYRMD-HAKAT HAKAT-ESTEE	EIC, LIT, ELD, OKM, TXK ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK ARG, LIT, FAM, SGF, MEM
Q29	ESTEE-POCKET CITY HARES-MEMPHIS MEMPHIS-SIDAE SIDAE-POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA MEM, ARG, LIT, JAN, ELD, SQS MEM, PXV, BNA, BWG, ARG, ENL PXV, TTH, BWG, ENL
Q30	SIDON-VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART-JODOX JODOX-MARVELL MARVELL-TIIDE TIIDE-POCKET CITY	SQS, LIT, TXK SQS, LIT, ELD, MEM, ARG ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH BWG, PXV, ENL, TTH
Q32	EL DORADO-GAGLE GAGLE-CRAMM CRAMM-NASHVILLE NASHVILLE-SWAPP	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK JAN, SQS, MEM, ARG, VUZ, BNA, LIT BWG, MEM, VUZ, BNA, GQO BWG, IIU, PXV, VXV, BNA, GQO
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
Q34	LITTLE ROCK-PROWL TEXARKANA-MATIE MATIE-MEMPHIS MEMPHIS-SWAPP	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL LIT, SWB, TXK, BYP, EIC, ELD, SQS LIT, ARG, MEM, ELD, SQS BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXV
Q35	KIMBERLY-NEERO NEERO-WINEN WINEN-CORKR CORKR-DRAKE	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK-TWITS TWITS-DEPEC DEPEC-NASHVILLE NASHVILLE-SWAPP	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU GQO, BWG, BNA, PXV, IIU VXV, BWG, BNA, GQO, PXV, IIU
Q38	ROKIT-INCIN INCIN-LAREY LAREY-BESOM	DAS, LCH, SWB, IAH, LFK, HUB, AEX JAN, MCB, SWB, AEX JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA-DOOMS DOOMS-WINAP WINAP-MISLE	AEX, SWB, LCH, JAN, HEZ, MCB JAN, SQS, MEI, MCB MEI, VUZ, JYU
Q42	KIRKSVILLE-STRUK STRUK-DANVILLE  DANVILLE-MUNCIE MUNCIE-HIDON	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC AIR, APE, HNN, CXR, HVQ, EWC, DJB AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD PIE, ORL, OMN, SRQ, TAY LAL, ORL, OMN, SRQ, PHK, PIE PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN
Q104	DEFUN-HEVVN HEVVN-PLYER PLYER-SWABE SWABE-ST PETERSBURG ST PETERSBURG-CYPRESS	

Route	Segment	DME
Q106	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY-HKUNA	CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG
Q110	THNDR-JAYMC	SRQ, VRB, PIE, LAL, VKZ, ORL, PBI
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
Q112	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
	DEFUN-HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
Q116	HEVVN-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
Q118	GULFR-CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU,
		DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
		FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
Q502	GOPHER-SOBME	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW,
	KENPA-GOPHER	MSP, MNM, ASP, TVC, GEP, RWF, BRD
		FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
Q504	GOPHER-SOBME	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC,
	NOTAP-CESNA	SAW, GRB, BRD
		ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
Q505	CESNA-HEMDI	SSM, TVC, ASP, SAW, GRB
	OMAGA-RIMBE	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	RIMBE-CESNA	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB
	CESNA-HEMDI	





Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "Tower Enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route descriptions provided in the Southwest U.S. Airport/Facility Directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions.

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter-two number identifiers, the coded route number (this should be used when filing the flight plan and will be used by ATC in lieu of reading out the full route description), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and the routes.

3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).

5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J,M,P, or Q. These are listed after item 10 under Aircraft Classification.

7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.

8. Los Angeles International Airport (LAX) and four other airports (ONT-SAN-TOA-SNA) have two options due to winds and these affect the traffic flows and runways in use. To indicate the difference the following symbols are used after the airport: Runway Number, W for west indicating normal conditions, E for East, and N for North indicating other than normal operation. If nothing follows the airport use this route on either West, East, or North plan. Other destinations have different arrivals due to LAX being East and they have the notation "(LAXE)." Torrance Airport is also unique in that the airport is shared between Los Angeles and Coast area of Southern California TRACON; for Runway 11 departures use Coast area routings and for Runway 29 departures use Los Angeles area routings.

9. When filing flight plans, the coded route identifier, i.e. SANL2, VTUL4, POML3 may be used in lieu of the route of flight.

10. Aircraft types i.e. J, M, P, and Q are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Southern California area.

## **LEGENDS**

### **AIRCRAFT CLASSIFICATION**

(J) = Jet powered

(M) = Turbo Props/Special (cruise speed 190 knots or greater)

(P) = Non-jet (cruise speed 190 knots or greater)

(Q) = Non-jet (cruise speed 189 knots or less)

**BURBANK AREA****FROM:** BUR VNY WHP

<b>TO:</b>	<b>ROUTE ID</b>	<b>ROUTE</b>	<b>ALTITUDE</b>
HHR .....	BURN1	V186 ADAMM V394 HHR RY25 LOC .....	PQ50
HHR .....	BURN2	V186 V264 POM V394 HHR RY25 LOC ..	JM70
HHR (LAXE) .....	BURN3	VNY095R ELM00 .....	JMPQ50
LAX .....	BURN4	VNY095R PURMS .....	JMPQ50
LAX (LAXE) .....	BURN5	VNY SMO .....	JM50PQ40
SMO .....	BURN6	VNY095R DARTS .....	JMPQ50
CCB .....	BURN7	V186 V264 POM .....	JM70PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR			
RIV SBD .....	BURN8	V186 PDZ .....	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR			
RIV SBD .....	BURN9	V186 V264 POM V197 PDZ .....	JM70
HMT .....	BURN10	V186 PDZ V186 WESIN .....	PQ50
HMT .....	BURN11	V186 V264 POM V197 PDZ V186	
		WESIN .....	JM70
L67 .....	BURN12	V186 PDZ PDZ078R EDITS .....	PQ50
L67 .....	BURN13	V186 V264 POM V197 PDZ PDZ078R	
		EDITS .....	JM70
F70 .....	BURN14	V186 PDZ V186 NIKKL .....	PQ50
F70 .....	BURN15	V186 V264 POM V197 PDZ V186	
		NIKKL .....	JM70
AVX .....	BURN16	V186 BAYJY V363 DANAH SXC065R	
		SXC .....	PQ50
AVX .....	BURN17	TWINE V518 KIMMO V459 SLI V21 SXC	JM90
AVX (LAXE) .....	BURN18	V186 BAYJY V363 DANAH SXC065R	
		SXC .....	JM50
LGB FUL SLI TOA .....	BURN19	V186 ADAMM V394 SLI .....	PQ50
SNA .....	BURN20	V186 BAYJY V363 POXKU V8 SLI .....	PQ50
LGB SNA FUL SLI TOA .....	BURN21	TWINE V518 KIMMO V459 SLI .....	JM90
FUL SLI TOA (LAXE) .....	BURN22	V186 ADAMM V394 SLI .....	JM50
SNA (LAXE) .....	BURN23	V186 BAYJY V363 POXKU V8 SLI .....	JM50
LGB (LAXE) .....	BURN24	V186 ADAMM V394 SLI .....	M50
LGB (LAXE) .....	BURN25	V186 BAYJY V363 DANAH V23 SLI .....	J70
CRQ NFG NKX OKB .....	BURN26	V186 ROBNN V458 OCN .....	PQ70
CRQ NFG NKX OKB .....	BURN27	TWINE V518 KIMMO V459 SLI V23	
		OCN .....	JM90
CRQ NFG NKX OKB (LAXE) .....	BURN28	V186 BAYJY V363 DANAH V23 OCN .....	JM70
MYF NRS NZY SAN SDM SEE .....	BURN29	V186 HAILE V66 MZB .....	PQ90
MYF NRS NZY SAN SDM SEE .....	BURN30A	TWINE V518 KIMMO V459 SLI V23	
		KELPS MZB .....	M90
MYF NRS NZY SAN SDM SEE .....	BURN30B	TWINE V518 KIMMO V459 SLI SLI171	
		LAX118 CARDI MZB320 MZB .....	J110
MYF NRS NZY SAN SDM SEE (LAXE) .....	BURN31	V186 BAYJY V363 DANAH V23 KELPS	
		MZB .....	J110M90
SAN (SANE) .....	BURN32	V186 BAYJY V363 DANAH V165 SARGS	PQ50
SAN (SANE) .....	BURN33	TWINE V518 KIMMO V459 SLI V165	
		SARGS .....	J110M90
SAN (SANE) (LAXE) .....	BURN34	V186 POM164R V25 REDIN V165	
		SARGS .....	JM70
RNM .....	BURN35	V186 ROBNN V208 JLI .....	PQ70
RNM .....	BURN36	TWINE V518 KIMMO V459 SLI V23 OCN	
		V208 JLI .....	JM90
RNM (LAXE) .....	BURN37	V186 BAYJY V363 DANAH V23 OCN	
		V208 JLI .....	JM70
OXR CMA NTD .....	BURN38	FIM .....	JMPQ40
SBA .....	BURN39	FIM V186 DEANO V27 KWANG .....	JMPQ60

**COAST AREA****FROM:** FUL LGB SLI SNA TOA (RWY11)

<b>TO:</b>	<b>ROUTE ID</b>	<b>ROUTE</b>	<b>ALTITUDE</b>
BUR .....	CSTN1	SLI V23 POPPR SMO125R SMO	
		SMO311R SILEX .....	PQ40
BUR .....	CSTN2	SLI V23 LAX LAX316R SILEX .....	JM60
WHP VNY .....	CSTN3	SLI V23 POPPR SMO125R SMO	
		SMO317R CANOG .....	PQ40
WHP VNY .....	CSTN4	SLI V23 LAX LAX320R CANOG .....	JM60
BUR VNY WHP (LAXE) .....	CSTN5	SLI SLI333R V186 VNY .....	JMPQ60
HHR .....	CSTN6	SLI SLI340R WELLZ HHR RY25 LOC .....	JM70PQ40

TO:	ROUTE ID	ROUTE	ALTITUDE
LAX .....	CSTN7	SLI .....	JM70PQ40
LAX (LAXE) .....	CSTN8	SLI V8 TANDY .....	JM50PQ40
SMO .....	CSTN9	SLI V23 POPPR SMO125R SMO	
		SMO059R ELMOO .....	PQ40
SMO .....	CSTN10	SLI V459 DARTS .....	JM80
SMO (LAXE) .....	CSTN11	SLI SLI333R V186 DARTS .....	JMPQ60
CCB EMT POC .....	CSTN12	SLI V8 POXKU V363 POM .....	JMPQ50
CNO REI L65 AJO ONT RAL RIR RIV SBD .....	CSTN13	SLI V8 PDZ .....	JM60PQ50
HMT .....	CSTN14	SLI V8 PDZ V186 WESIN .....	JM60PQ50
L67 .....	CSTN15	SLI V8 PDZ PDZ078R EDITS .....	JM60PQ50
F70 .....	CSTN16	SLI V8 PDZ V186 NIKKL .....	JM60PQ50
CRQ NFG NKX OKB .....	CSTN17	V25 PACIF V208 OCN .....	JM70
RNM .....	CSTN18	V25 PACIF V208 JLI .....	JM70
MYF NRS NZY SAN SDM SEE .....	CSTN19	V25 PACIF V208 LAX118R CARDI	
		MZB320R MZB .....	J110M90
SAN (SANE) .....	CSTN20	V25 REDIN V165 SARGS .....	J110M90
SBA .....	CSTN21	SLI V23 LAX V299 VTU VTU282R	
		KWANG .....	PQ60
SBA (LAXE) .....	CSTN22	SLI SLI333R V186 DEANO V27 KWANG..	MPQ60
SBA (LAXE) .....	CSTN23	SXC V208 VTU VTU282R KWANG .....	J100
NTD OXR CMA .....	CSTN24	SLI V23 POPPR SMO125R SMO VNY .....	PQ40
NTD CMA OXR (LAXE) .....	CSTN25	SLI SLI333R V186 FIM .....	MPQ60

**FROM: LGB**

TO:	ROUTE ID	ROUTE	ALTITUDE
SBA .....	CSTN26	LAX V299 VTU VTU282R KWANG .....	J100M80
NTD OXR CMA .....	CSTN27	SLI V23 LAX VNY .....	JM60

**FROM: FUL SLI SNA TOA (RWY11)**

TO:	ROUTE ID	ROUTE	ALTITUDE
SBA .....	CSTN28	SXC V208 VTU VTU282R KWANG .....	J100M80
NTD OXR CMA .....	CSTN29A	SLI V23 LAX VNY .....	M60
NTD OXR CMA .....	CSTN29B	SXC V208 VTU .....	J80

**FROM: SNA**

TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB .....	CSTN30	V23 OCN .....	PQ50
MYF NRS NZY SAN SDM SEE .....	CSTN31	V23 MZB .....	PQ50
RNM .....	CSTN32	V23 OCN V208 JLI .....	PQ70
SAN (SANE) .....	CSTN33	V23 OCN V165 SARGS .....	PQ50

**FROM: FUL LGB SLI TOA (RWY11) when SNA South traffic**

TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB .....	CSTN34	SLI V64 V363 DANAH V23 OCN .....	PQ50
RNM .....	CSTN35	SLI V64 V363 DANAH V23 OCN V208	
		JLI .....	PQ70
MYF NRS NZY SAN SDM SEE .....	CSTN36	SLI V64 V363 DANAH V23 MZB .....	PQ50
SAN (SANE) .....	CSTN37	SLI V64 V363 DANAH V165 SARGS .....	PQ50

**FROM: FUL LGB SLI TOA (RWY 11) when SNA North traffic**

TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB .....	CSTN38	V23 OCN .....	PQ50
MYF NRS NZY SAN SDM SEE .....	CSTN39	V23 MZB .....	PQ50
RNM .....	CSTN40	V23 OCN V208 JLI .....	PQ70
SAN (SANE) .....	CSTN41	V23 OCN V165 SARGS .....	PQ50

**FROM: AVX**

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR .....	CSTN42	SXC V21 SLI V23 POPPR SMO125R	
		SMO SMO311R SILEX .....	PQ40
BUR (LAXE) .....	CSTN43	SXC V21 SLI V23 LAX LAX316R SILEX ...	PQ40
BUR .....	CSTN44	SXC V21 SLI V23 LAX LAX316R SILEX ...	JM60
WHP VNY .....	CSTN45	SXC V21 SLI V23 POPPR SMO125R	
		SMO SMO317R CANOG .....	PQ40
WHP VNY (LAXE) .....	CSTN46	SXC V21 SLI V23 LAX LAX320R CANOG .	PQ40
WHP VNY .....	CSTN47	SXC V21 SLI V23 LAX LAX320R CANOG .	JM60
CCB EMT POC .....	CSTN48	SLI V8 POXKU V363 POM .....	JMPQ50

TO:	ROUTE ID	ROUTE	ALTITUDE
CNO REI L65 AJO ONT RAL RIR RIV SBD ....	CSTN49	SLI V8 PDZ .....	JM60PQ50
L67 .....	CSTN50	SLI V8 PDZ PDZ078R EDITS .....	JM60PQ50
F70 .....	CSTN51	SLI V8 PDZ V186 NIKKL .....	JM60PQ50
HMT .....	CSTN52	SLI V8 PDZ V186 WESIN .....	JM60PQ50
CRQ NFG NKX OKB .....	CSTN53	SXC V208 OCN .....	JMPQ50
MYF NRS NZY SAN SDM SEE .....	CSTN54	SXC V208 LAX118R CARDI MZB320R	
		MZB .....	J110M90
RNM .....	CSTN55	SXC V208 JLI .....	JMPQ70
MYF NRS NZY SAN SDM SEE .....	CSTN56	SXC V208 OCN V23 MZB .....	PQ50
SAN (SANE) .....	CSTN57	SXC V208 OCN V165 SARGs .....	PQ50
NTD OXR CMA .....	CSTN58	SXC V208 VTU .....	JM80PQ60
SBA .....	CSTN59	SXC V208 VTU VTU282R KWANG .....	J100M80PQ60

## LOS ANGELES AREA

## FROM: LAX West (J Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR .....	LAXN1	LAX316R SILEX .....	J50
WHP VNY .....	LAXN2	LAX320R CANOG .....	J50
AVX .....	LAXN3	LAXX DP SLI V21 SXC .....	J50
FUL LGB SLI SNA TOA .....	LAXN4	LAXX DP SLI .....	J50
CCB EMT POC .....	LAXN5	LAXX DP SLI V8 POXKU V363 POM .....	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT ....	LAXN6	LAXX DP SLI V8 PDZ .....	J90
HMT .....	LAXN7	LAXX DP SLI V8 PDZ V186 WESIN .....	J90
L67 .....	LAXN8	LAXX DP SLI V8 PDZ PDZ078R EDITS .....	J90
F70 .....	LAXN9	LAXX DP SLI V8 PDZ V186 NIKKL .....	J90
CRQ NFG NKX OKB .....	LAXN10	LAXX DP SLI SLI171R ALBAS V25 PACIF V208 OCN .....	J110
MYF NRS NZY SAN SDM SEE .....	LAXN11	LAXX DP MZB .....	J110
RNM .....	LAXN12	LAXX DP SLI SLI171R ALBAS V25 PACIF V208 JLI .....	J110
SAN (SANE) .....	LAXN13	LAXX DP SLI SLI171R ALBAS V25 REDIN V165 SARGs .....	J110
OXR CMA NTD .....	LAXN14	VENTURA DP VTU .....	J60
SBA .....	LAXN15	VENTURA DP VTU VTU282R KWANG .....	J100

## FROM: LAX East (J Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR .....	LAXN16	LAX316R SILEX .....	J50
WHP VNY .....	LAXN17	LAX320R CANOG .....	J50
AVX .....	LAXN18	LAXX DP SLI V21 SXC .....	J50
FUL LGB SLI SNA TOA .....	LAXN19	LAXX DP SLI .....	J40
CCB EMT POC .....	LAXN20	LAXX DP SLI V8 POXKU V363 POM .....	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT ....	LAXN21	LAXX DP SLI V8 PDZ .....	J90
HMT .....	LAXN22	LAXX DP SLI V8 PDZ V186 WESIN .....	J90
L67 .....	LAXN23	LAXX DP SLI V8 PDZ PDZ078R EDITS .....	J90
F70 .....	LAXN24	LAXX DP SLI V8 PDZ V186 NIKKL .....	J90
CRQ NFG NKX OKB .....	LAXN25	LAXX DP SLI SLI148R V25 PACIF V208 OCN .....	J110
MYF NRS NZY SAN SDM SEE .....	LAXN26	LAXX DP SLI SLI148R V25 PACIF V208 LAX118R CARDI MZB320R MZB .....	J110
RNM .....	LAXN27	LAXX DP SLI SLI148R V25 PACIF V208 JLI .....	J110
SAN (SANE) .....	LAXN28	LAXX DP SLI SLI148R V25 REDIN V165 SARGs .....	J110
OXR CMA NTD .....	LAXN29	VENTURA DP VTU .....	J60
SBA .....	LAXN30	VENTURA DP VTU VTU282R KWANG .....	J100

## FROM: LAX West and East (M Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR .....	LAXN31	LAX316R SILEX .....	M50
WHP VNY .....	LAXN32	LAX320R CANOG .....	M50
AVX .....	LAXN33	SEAL BEACH DP SLI V21 SXC .....	M50
FUL LGB SLI SNA TOA .....	LAXN34	SEAL BEACH DP SLI .....	M50
CCB EMT POC .....	LAXN35	SEAL BEACH DP SLI V8 POXKU V363 POM .....	M50
CNO REI L65 AJO RAL RIR RIV SBD ONT ....	LAXN36	SEAL BEACH DP SLI V8 PDZ .....	M50

# TOWER ENROUTE CONTROL

365

TO:	ROUTE ID	ROUTE	ALTITUDE
HMT .....	LAXN37	SEAL BEACH DP SLI V8 PDZ V186	
L67 .....	LAXN38	WESIN .....	M50
F70 .....	LAXN39	SEAL BEACH DP SLI V8 PDZ PDZ078R	
CRQ NFG NKX OKB (LAXW) .....	LAXN40	EDITS .....	M50
CRQ NFG NKX OKB (LAXE) .....	LAXN41	SEAL BEACH DP SLI V8 PDZ V186	
MYF NRS NZY SAN SDM SEE (LAXW) .....	LAXN42	NIKKL .....	M50
MYF NRS NZY SAN SDM SEE (LAXE) .....	LAXN43	SEAL BEACH DP SLI SLI171R ALBAS	
SAN (SANE) (LAXW) .....	LAXN44	V25 PACIF V208 OCN .....	M90
SAN (SANE) (LAXE) .....	LAXN45	SEAL BEACH DP SLI SLI148R V25 PACIF	
RNM(LAXW) .....	LAXN46	V208 OCN .....	M90
RNM(LAXE) .....	LAXN47	SEAL BEACH DP SLI SLI171R ALBAS	
OXR CMA NTD (LAXW) .....	LAXN48	V25 PACIF V208 JLI .....	M90
OXR CMA NTD (LAXE) .....	LAXN49	SEAL BEACH DP SLI SLI148R V25 PACIF	
SBA (LAXW) .....	LAXN50	V208 MZB320R MZB .....	M90
SBA (LAXE) .....	LAXN51	SEAL BEACH DP SLI SLI171R ALBAS	
		V25 REDIN V165 SARGS .....	M90
		SEAL BEACH DP SLI SLI148R V25	
		REDIN V165 SARGS .....	M90
		SEAL BEACH DP SLI SLI171R ALBAS	
		V25 PACIF V208 JLI .....	M90
		SEAL BEACH DP SLI SLI148R V25 PACIF	
		V208 JLI .....	M90
		VENTURA DP VTU .....	M60
		CHATY DP VTU .....	M60
		VENTURA DP VTU VTU282R KWANG .....	M60
		CHATY DP KWANG .....	M60

## FROM: LAX West and East (P and Q Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR .....	LAXN52	LAX316R SILEX .....	PQ40
WHP VNY .....	LAXN53	LAX320R CANOG .....	PQ40
AVX .....	LAXN54	SEAL BEACH DP SLI V21 SXC .....	PQ40
FUL LGB SLI SNA TOA .....	LAXN55	SEAL BEACH DP SLI .....	PQ40
CCB EMT POC .....	LAXN56	SEAL BEACH DP SLI V8 POXKU V363	
CNO REI L65 AJO RAL RIR RIV SBD ONT ...	LAXN57	POM .....	PQ50
HMT .....	LAXN58	SEAL BEACH DP SLI V8 PDZ .....	PQ50
L67 .....	LAXN59	SEAL BEACH DP SLI V8 PDZ V186	
F70 .....	LAXN60	WESIN .....	PQ50
CRQ NFG NKX OKB .....	LAXN61	SEAL BEACH DP SLI V8 PDZ PDZ078R	
CRQ NFG NKX OKB (SNAN) .....	LAXN62	EDITS .....	PQ50
MYF NRS NZY SAN SDM SEE .....	LAXN63	SEAL BEACH DP SLI V8 PDZ V186	
MYF NRS NZY SAN SDM SEE (SNAN) .....	LAXN64	NIKKL .....	PQ50
RNM .....	LAXN65	SEAL BEACH DP SLI V64 V363 DANAH	
RNM (SNAN) .....	LAXN66	V23 OCN .....	PQ50
SAN (SANE) .....	LAXN67	SEAL BEACH DP SLI V23 OCN .....	PQ50
OXR CMA NTD .....	LAXN68	SEAL BEACH DP SLI V64 V363 DANAH	
SBA (LAXW) .....	LAXN69	V23 MZB .....	PQ50
SBA (LAXE) .....	LAXN70	SEAL BEACH DP SLI V23 MZB .....	PQ50
		SEAL BEACH DP SLI V64 V363 DANAH	
		V23 OCN JLI .....	PQ70
		SEAL BEACH DP SLI V23 OCN V208 JLI ..	PQ70
		SEAL BEACH DP SLI V64 V363 DANAH	
		V165 SARGS .....	PQ50
		VNY .....	PQ40
		VENTURA DP VTU VTU282R KWANG .....	PQ60
		CHATY DP KWANG .....	PQ60

## FROM: HHR TOA (RWY29)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR .....	SCTN1	SMO SMO311R SILEX .....	JM50PQ40
WHP VNY .....	SCTN2	SMO SMO317R CANOG .....	JM50PQ40
AVX .....	SCTN3	SXC .....	JM50PQ40
FUL LGB SLI SNA TOA .....	SCTN4	LIMBO V64 SLI .....	JM50PQ40
FUL LGB SLI SNA TOA (LAXE) .....	SCTN5	SLI .....	JMPQ40
CCB EMT POC .....	SCTN6	LIMBO V64 SLI V8 POXKU V363 POM ...	J90MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT ....	SCTN7	LIMBO V64 SLI V8 PDZ .....	J90MPQ50
HMT .....	SCTN8	LIMBO V64 SLI V8 PDZ V186 WESIN .....	J90MPQ50

TO:	ROUTE ID	ROUTE	ALTITUDE
L67 .....	SCTN9	LIMBO V64 SLI V8 PDZ PDZO78R EDITS.	J90MPQ50
F70 .....	SCTN10	LIMBO V64 SLI V8 PDZ V186 NIKKL .....	J90MPQ50
CRQ NFG NKX OKB .....	SCTN11	LIMBO V64 V363 DANAH V23 OCN .....	PQ50
CRQ NFG NKX OKB .....	SCTN12	LIMBO V64 SLI V23 OCN .....	J110M90
CRQ NFG NKX OKB (LAXE) .....	SCTN13	SLI SLI148R V25 PACIF V208 OCN .....	J110M90
CRQ NFG NKX OKB (SNAN) .....	SCTN14	LIMBO V64 SLI V23 OCN .....	PQ50
MYF NRS NZY SAN SDM SEE .....	SCTN15	LIMBO V64 V363 DANAH V23 MZB .....	PQ50
MYF NRS NZY SAN SDM SEE (LAXE) .....	SCTN16	SLI V64 V363 DANAH V23 MZB .....	PQ50
MYF NRS NZY SAN SDM SEE .....	SCTN17	LIMBO V64 WILMA V25 PACIF V208	
		LAX118R CARDI MZB320R MZB .....	J110M90
MYF NRS NZY SAN SDM SEE (LAXE) .....	SCTN18	SLI SLI148R V25 PACIF V208 MZB320R	
		MZB .....	J110M90
MYF NRS NZY SAN SDM SEE (SNAN) .....	SCTN19	LIMBO V64 SLI V23 MZB .....	PQ50
RNM .....	SCTN20	LIMBO V64 V363 DANAH V23 OCN	
		V208 JLI .....	PQ70
RNM (SNAN) .....	SCTN21	LIMBO V64 SLI V23 OCN V208 JLI .....	PQ70
RNM .....	SCTN22	LIMBO V64 SLI V23 OCN V208 JLI .....	J110M90
RNM (LAXE) .....	SCTN23	SLI SLI148R V25 PACIF V208 JLI .....	J110M90
SAN (SANE) .....	SCTN24	LIMBO V64 V363 DANAH V165 SARGs ..	PQ50
SAN (SANE) .....	SCTN25	LIMBO V64 WILMA V25 REDIN V165	
		SARGs .....	J110M90
OXR CMA NTD .....	SCTN26	SMO VNY .....	PQ40
OXR CMA NTD .....	SCTN27	LAX VTU .....	JM60
SBA .....	SCTN28	SMO V107 SADDE V299 VTU VTU282R	
		KWANG .....	J100MPQ60
SBA (LAXE) .....	SCTN29	LAX V23 V186 DEANO V27 KWANG .....	JM50PQ40
EDW LOO MHV PMD WJF IYK NID TSP			
VCV .....	SCTN30	LAX V165 LANGE V518 PMD .....	JMPQ70
<b>FROM: SMO</b>			
<b>TO:</b>	<b>ROUTE ID</b>	<b>ROUTE</b>	<b>ALTITUDE</b>
BUR .....	SMON1	SMO SMO311R SILEX .....	JM50PQ40
WHP VNY .....	SMON2	SMO SMO317R CANOG .....	JM50PQ40
AVX .....	SMON3	SMO SMO125R SXC350R SXC .....	M50PQ40
FUL LGB SLI SNA TOA .....	SMON4	SMO SMO125R V64 SLI .....	M50PQ40
FUL LGB SLI SNA TOA .....	SMON5	SLI .....	J50
FUL LGB SLI SNA TOA (LAXE) .....	SMON6	SMO LAX V23 SLI .....	JMPQ40
CCB EMT POC .....	SMON7	SMO SMO125R V64 SLI V8 POXKU	
		V363 POM .....	MPQ50
CCB EMT POC .....	SMON8	SLI V8 POXKU V363 POM .....	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT ....	SMON9	SMO SMO125R V64 SLI V8 PDZ .....	MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT ....	SMON10	SLI V8 PDZ .....	J90
HMT .....	SMON11	SMO SMO125R V64 SLI V8 PDZ V186	
		WESIN .....	MPQ50
HMT .....	SMON12	SLI V8 PDZ V186 WESIN .....	J90
L67 .....	SMON13	SMO SMO125R V64 SLI V8 PDZ	
		PDZO78R EDITS .....	MPQ50
L67 .....	SMON14	SLI V8 PDZ PDZO78R EDITS .....	J90
F70 .....	SMON15	SMO SMO125R V64 SLI V8 PDZ V186	
		NIKKL .....	MPQ50
F70 .....	SMON16	SLI V8 PDZ V186 NIKKL .....	J90
CRQ NFG NKX OKB .....	SMON17	SMO SMO125R V64 V363 DANAH V23	
		OCN .....	PQ50
CRQ NFG NKX OKB .....	SMON18	SMO SMO125R V64 SLI V23 OCN .....	M90
CRQ NFG NKX OKB .....	SMON19	SXC V208 OCN .....	J110
CRQ NFG NKX OKB (LAXE) .....	SMON20	SMO LAX V23 SLI SLI148R V25 PACIF	
		V208 OCN .....	J110M90
CRQ NFG NKX OKB (SNAN) .....	SMON21	SMO SMO125R V64 SLI V23 OCN .....	PQ50
MYF NRS NZY SAN SDM SEE .....	SMON22	SMO SMO125R V64 V363 DANAH V23	
		MZB .....	PQ50
MYF NRS NZY SAN SDM SEE (LAXE) .....	SMON23	SMO LAX V23 SLI V64 V363 DANAH	
		V23 MZB .....	PQ50
MYF NRS NZY SAN SDM SEE .....	SMON24	SMO SMO125R V64 SLI V23 MZB .....	M90
MYF NRS NZY SAN SDM SEE .....	SMON25	SXC V208 LAX118R CARDI MZB320R	
		MZB .....	J110
MYF NRS NZY SAN SDM SEE (LAXE) .....	SMON26	SMO LAX V23 SLI SLI148R V25 PACIF	
		V208 LAX118R CARDI MZB320R MZB ...	J110M90
MYF NRS NZY SAN SDM SEE (SNAN) .....	SMON27	SMO SMO125R V64 SLI V23 MZB .....	PQ50

# TOWER ENROUTE CONTROL

367

TO:	ROUTE ID	ROUTE	ALTITUDE
RNM.....	SMON28	SMO SMO125R V64 V363 DANAH V23	
		OCN V208 JLI .....	PQ70
RNM (SNAN) .....	SMON29	SMO SMO125R V64 SLI V23 OCN V208	
		JLI .....	PQ70
RNM.....	SMON30	SMO SMO125R V64 SLI V23 OCN V208	
		JLI .....	M90
RNM.....	SMON31	SXC V208 JLI .....	J110
RNM (LAXE) .....	SMON32	SMO LAX V23 SLI V23 OCN V208 JLI .....	J110M90
SAN (SANE) .....	SMON33	SMO SMO125R V64 V363 DANAH V165	
		SARGs .....	PQ50
SAN (SANE) .....	SMON34	SMO SMO125R V64 SLI V165 SARGs ...	M90
SAN (SANE) .....	SMON35	SXC V208 PACIF V25 REDIN V165	
		SARGs .....	J110
OXR CMA NTD.....	SMON36	SMO VNY .....	PQ40
OXR CMA NTD.....	SMON37	VTU .....	JM60
SBA.....	SMON38	SMO V107 SADDE V299 VTU VTU282R	
		KWANG .....	J100MPQ60
SBA (LAXE) .....	SMON39	LAX V23 V186 DEANO V27 KWANG .....	JM50PQ40

## EMPIRE AREA

FROM: CCB CNO EMT HMT REI L65 AJO L67  
RAL RIR RIV SBD F70 ONT POC

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR VNY WHP .....	ONTN1	PDZ V186 VNY .....	PQ60
BUR VNY WHP .....	ONTN2	PDZ V197 POM V264 V186 VNY .....	JM80
HHR .....	ONTN3	PDZ PDZ270R HHR RY25 LOC .....	JMPQ30
LAX .....	ONTN4	PDZ PDZ270R LAX RWY 24R LOC .....	JMPQ40
LAX (LAXE) .....	ONTN5	PDZ PDZ270R V394 AHEIM V8 TANDY ...	PQ40
LAX (LAXE) .....	ONTN6	PDZ V16 PRADO V363 DANAH V23 SLI	
		V8 TANDY .....	JM80
SMO.....	ONTN7	PDZ V186 DARTS .....	JMPQ60
AVX .....	ONTN8	PDZ V16 PRADO V363 DANAH SXC065R	
		SXC .....	JMPQ70
FUL LGB SLI TOA .....	ONTN9	PDZ PDZ270R V394 SLI .....	JMPQ40
SNA.....	ONTN10	PDZ PDZ270R V363 POXKU V8 SLI .....	JMPQ40
CRQ NFG NKX OKB .....	ONTN11	PDZ V186 ROBNN V458 OCN .....	JM110PQ70
MYF NRS NZY SAN SDM SEE .....	ONTN12	PDZ V186 HAILE V66 MZB .....	JM110PQ90
RNM.....	ONTN13	PDZ V186 ROBNN V208 JLI .....	JM110PQ70
CMA OXR NTD.....	ONTN14	PDZ V186 FIM .....	PQ60
CMA OXR NTD.....	ONTN15	PDZ V197 POM V264 V186 FIM .....	JM80
SBA.....	ONTN16	PDZ V186 DEANO V27 KWANG.....	PQ60
SBA.....	ONTN17	PDZ V197 POM V264 V186 DEANO V27	
		KWANG .....	JM80

## PT MUGU AREA

FROM: OXR CMA

TO:	ROUTE ID	ROUTE	ALTITUDE
SBA.....	VTUN1	KWANG .....	JMPQ40
BUR .....	VTUN2	VTU054R TOAKS .....	JMPQ50
WHP VNY .....	VTUN3	CMA CMA072R GINNA .....	JMPQ50
PMD WJF EDW NID VCV IYK L00			
MHV TSP.....	VTUN4	FIM V386 PMD.....	JMPQ70
AVX .....	VTUN5	VTU V208 SXC .....	JM70PQ50
FUL LGB SLI TOA .....	VTUN6	VTU044R GINNA V326 VNY V186	
		ADAMM V394 SLI .....	PQ50
SNA.....	VTUN7	VTU044R GINNA V326 VNY V186 BAYJY	
		V363 POXKU V8 SLI .....	PQ50
HHR .....	VTUN8	VTU V299 SADDE V107 SMO SMO125R	
		POPPR V23 SLI .....	PQ50
FUL LGB SLI TOA SNA HHR.....	VTUN9	VTU V208 SXC SLI .....	JM70
HHR (LAXE) .....	VTUN10	VTU044R GINNA V326 VNY V186	
		ELMOO .....	JM70PQ50
LAX .....	VTUN11	VTU V299 SADDE V107 SMO .....	JMPQ50
LAX (LAXE) .....	VTUN12	VTU V25 EXERT .....	JMPQ50
SMO.....	VTUN13	VTU044R GINNA V326 VNY V186	
		DARTS .....	JMPQ50
CCB.....	VTUN14	VTU044R GINNA V326 VNY V186 V264	
		POM .....	JM70PQ50

TO:	ROUTE ID	ROUTE	ALTITUDE
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD.....	VTUN15	VTU044R GINNA V326 VNY V186 PDZ ...	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD.....	VTUN16	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ .....	JM70
HMT .....	VTUN17	VTU044R GINNA V326 VNY V186 PDZ V186 WESIN.....	PQ50
HMT .....	VTUN18	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 WESIN .....	JM70
L67 .....	VTUN19	VTU044R GINNA V326 VNY V186 PDZ PDZ078R EDITS .....	PQ50
L67 .....	VTUN20	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ PDZ078R EDITS .....	JM70
F70 .....	VTUN21	VTU044R GINNA V326 VNY V186 PDZ V186 NIKKL .....	PQ50
F70 .....	VTUN22	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 NIKKL .....	JM70
CRQ NFG NKX OKB .....	VTUN23	VTU044R GINNA V326 VNY V186 ROBNN V458 OCN.....	PQ70
CRQ NFG NKX OKB (LAXE) .....	VTUN24	VTU044R GINNA V326 VNY V186 ROBNN V458 OCN.....	PQ70
CRQ NFG NKX OKB .....	VTUN25	VTU V208 SXC V208 OCN .....	J110M90
MYF NRS NZY SAN SDM SEE .....	VTUN26	VTU044R GINNA V326 VNY V186 HAILE V66 MZB.....	PQ90
MYF NRS NZY SAN SDM SEE (LAXE) .....	VTUN27	VTU044R GINNA V326 VNY V186 HAILE V66 MZB .....	PQ70
MYF NRS NZY SAN SDM SEE .....	VTUN28	VTU V208 SXC V208 LAX118R CARDI MZB320R MZB .....	J110M90
RNM .....	VTUN29	VTU044R GINNA V326 VNY V186 ROBNN V208 JLI .....	PQ70
RNM (LAXE) .....	VTUN30	VTU044R GINNA V326 VNY V186 ROBNN V208 JLI .....	PQ70
RNM .....	VTUN31	VTU V208 SXC V208 JLI.....	J110M90
SAN (SANE) .....	VTUN32	VTU044R GINNA V326 VNY V186 BAYJY V363 DANAH V165 SARGs .....	PQ50
SAN (SANE) .....	VTUN33	VTU V208 SXC V27 REDIN V165 SARGs.....	J110M90
SMX .....	VTUN34	V25 RZS RZS286R KOAKS .....	JMPQ80
IZA .....	VTUN35	V25 RZS RZS277R CALLI .....	JMPQ60
LPC .....	VTUN36	V27 GVO .....	JMPQ60

**SAN DIEGO AREA**

FROM: CRQ MYF NFG NKX NRS NZY SAN  
SDM SEE RNM OKB L18 TIJ

TO:	ROUTE ID	ROUTE	ALTITUDE
AVX .....	SANN1	MZB V23 OCN V208 SXC .....	PQ60
AVX .....	SANN2	MZB293R V27 SXC .....	J100M80
FUL LGB SNA SLI TOA LAX .....	SANN3	OCN V23 SLI .....	PQ60
FUL LGB SNA SLI TOA LAX .....	SANN4	MZB293R SLI148R SLI .....	J100M80
LAX (LAXE) .....	SANN5	OCN V23 SLI V8 TANDY .....	PQ60
LAX (LAXE) .....	SANN6	MZB293R SLI148R VTU114R V8 TANDY .....	J100M80
HHR .....	SANN7	OCN V23 SLI SLI340R WELLZ HHR RY25 LOC .....	PQ60
HHR .....	SANN8	MZB293R SLI148R SLI SLI340R WELLZ HHR RY25 LOC .....	J100M80
SMO .....	SANN9	OCN V23 POPPR SMO125R SMO SMO059R ELM00 .....	PQ60
SMO .....	SANN10	MZB293R SLI148R SLI V459 DARTS .....	J100M80
SMO (LAXE) .....	SANN11	OCN V23 SLI SLI333R V186 DARTS .....	PQ60
SMO (LAXE) .....	SANN12	MZB293R SLI148R SLI SLI333R V186 DARTS .....	J100M80
BUR.....	SANN13	OCN V23 POPPR SMO125R SMO SMO311R SILEX .....	PQ60
BUR .....	SANN14	MZB293R SLI148R SLI V23 LAX LAX316R SILEX.....	J100M80
WHP VNY .....	SANN15	OCN V23 POPPR SMO125R SMO SMO317R CANOG .....	PQ60



# TOWER ENROUTE CONTROL

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TO:	ROUTE ID	ROUTE	ALTITUDE
WHP VNY .....	SANN16	MZB293R SLI148R SLI V23 LAX	
		LAX320R CANOG.....	J100M80
BUR VNY WHP (LAXE).....	SANN17	OCN V23 SLI SLI333R V186 VNY .....	PQ60
BUR VNY WHP (LAXE).....	SANN18	MZB293R SLI148R SLI SLI333R V186	
		VNY.....	J100M80
CNO AJO L65 REI ONT RAL RIR SBD RIV....	SANN19	OCN V23 DANAH V363 POXKU V8 PDZ...	PQ60
ONT SBD.....	SANN20	V186 TANNR HDF PETIS.....	JM100
CNO AJO RAL RIR .....	SANN21	V186 PDZ .....	JM100
L65 REI RIV .....	SANN22	V186 TANNR HDF.....	JM100
CCB EMT POC.....	SANN23	OCN V23 DANAH V363 POM .....	PQ60
CCB EMT POC.....	SANN24	MZB293R POM164R POM.....	J100M80
HMT .....	SANN25	OCN V23 DANAH V363 POXKU V8 PDZ	
		V186 WESIN.....	PQ60
HMT .....	SANN26	V186 WESIN.....	JM100
L67 .....	SANN27	OCN V23 DANAH V363 POXKU V8 PDZ	
		PDZ078R EDITS.....	PQ60
L67 .....	SANN28	V186 PDZ PDZ078R EDITS.....	JM100
F70 .....	SANN29	OCN V23 DANAH V363 POXKU V8 PDZ	
		V186 NIKKL .....	PQ60
F70 .....	SANN30	V186 NIKKL .....	JM100
OXR CMA NTD.....	SANN31	OCN V23 SLI SLI272R SMO125R SMO	
		VNY .....	PQ60
OXR CMA NTD.....	SANN32	MZB293R V27 SXC V208 VTU .....	J100M80
CMA OXR NTD (LAXE).....	SANN33	OCN V23 SLI SLI333R V186 FIM.....	PQ60
CMA OXR NTD (LAXE).....	SANN34	MZB293R SLI148R SLI SLI333R V186	
		FIM .....	J100M80
SBA.....	SANN35	OCN V23 LAX V299 VTU VTU282R	
		KWANG .....	PQ60
SBA.....	SANN36	MZB293R V27 SXC V208 VTU VTU282R	
		KWANG .....	J100M80
SBA (LAXE).....	SANN37	OCN V23 DANAH V363 BAYJY V186	
		DEANO V27 KWANG.....	PQ60

## SANTA BARBARA AREA

### FROM: SBA

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR .....	SBAN1	KWANG CMA CMA078R TOAKS .....	PQ50
WHP VNY .....	SBAN2	KWANG CMA CMA072R GINNA .....	PQ50
BUR VNY.....	SBAN3	HENER V186 FIM FERNANDO STAR.....	J110M90
AVX .....	SBAN4	KWANG VTU V208 SXC .....	JM70PQ50
FUL LGB SLI TOA .....	SBAN5	KWANG CMA VNY V186 ADAMM V394	
		SLI .....	PQ50
SNA.....	SBAN6	KWANG CMA VNY V186 BAYJY V363	
		POXKU V8 SLI.....	PQ50
HHR .....	SBAN7	KWANG VTU V299 SADDE V107 SMO	
		SMO125R POPPR V23 SLI.....	PQ50
FUL LGB SLI TOA SNA HHR.....	SBAN8	KWANG VTU V208 SXC SLI .....	J110M90
HHR (LAXE) .....	SBAN9	KWANG CMA VNY V186 ELM00 .....	PQ50
LAX .....	SBAN10	KWANG VTU V299 SADDE V107 SMO ....	JM110PQ50
LAX (LAXE) .....	SBAN11	KWANG VTU V25 EXERT .....	JM70PQ50
SMO.....	SBAN12	KWANG CMA VNY V186 DARTS .....	PQ50
SMO.....	SBAN13	HENER FIM V186 DARTS .....	J110M90
CCB.....	SBAN14	KWANG CMA VNY V186 V264 POM.....	PQ50
CCB.....	SBAN15	HENER V186 FIM V186 V264 POM.....	JM70
CNO EMT REI L65 AJO POC ONT RAL RIR			
RIV SBD .....	SBAN16	KWANG CMA VNY V186 PDZ.....	PQ50
CNO EMT REI L65 AJO POC ONT RAL RIR			
RIV SBD .....	SBAN17	HENER FIM V186 V264 POM V197 PDZ .	J110M90
HMT .....	SBAN18	KWANG CMA VNY V186 PDZ V186	
		WESIN .....	PQ50
HMT .....	SBAN19	HENER V186 V264 POM V197 PDZ	
		V186 WESIN.....	J110M90
L67 .....	SBAN20	KWANG CMA VNY V186 PDZ PDZ078R	
		EDITS .....	PQ50
L67 .....	SBAN21	HENER FIM V186 V264 POM V197 PDZ	
		PDZ078R EDITS.....	J110M90

TO:	ROUTE ID	ROUTE	ALTITUDE
F70 .....	SBAN22	KWANG CMA VNY V186 PDZ V186 NIKKL .....	PQ50
F70 .....	SBAN23	HENER FIM V186 V264 POM V197 PDZ V186 NIKKL .....	J110M90
CRQ NFG NKX OKB .....	SBAN24	HENER V186 DARTS V597 OCN .....	PQ90
CRQ NFG NKX OKB (LAXE) .....	SBAN25	KWANG CMA VNY V186 ROBNN V458 OCN .....	PQ70
CRQ NFG NKX OKB .....	SBAN26	KWANG VTU V208 SXC V208 OCN .....	J110M90
MYF NRS NZY SAN SDM SEE .....	SBAN27	HENER V186 DARTS V597 MZB .....	PQ90
MYF NRS NZY SAN SDM SEE (LAXE) .....	SBAN28	KWANG CMA VNY V186 HAILE V66 MZB .....	PQ70
MYF NRS NZY SAN SDM SEE .....	SBAN29	KWANG VTU V208 SXC V208 LAX118R CARDI MZB320R MZB .....	J110M90
SAN (SANE) .....	SBAN30	KWANG CMA VNY V186 BAYJY V363 DANAH V165 SARGs .....	PQ50
SAN (SANE) .....	SBAN31	KWANG VTU V208 SXC V27 REDIN V165 SARGs .....	J110M90
RNM .....	SBAN32	HENER V186 DARTS V597 OCN V208 JLI .....	PQ90
RNM (LAXE) .....	SBAN33	KWANG CMA VNY V186 ROBNN V208 JLI .....	PQ70
RNM .....	SBAN34	KWANG VTU V208 JLI .....	J110M90
OXR CMA NTD .....	SBAN35	KWANG CMA .....	JMPQ30
PSP UDD TRM .....	SBAN36	FIM V186 NIKKL V64 TRM PSP .....	PQ110

## SANTA BARBARA AREA

FROM: SBP SMX VBG LPC IZA

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR VNY WHP .....	SBAN37	RZS V186 FIM .....	PQ70
BUR VNY .....	SBAN38	RZS V386 FIM FERNANDO STAR .....	J110M90
AVX .....	SBAN39	RZS VTU V208 SXC .....	JMPQ70
FUL LGB SLI TOA .....	SBAN40	RZS V186 ADAMM V394 SLI .....	PQ70
SNA .....	SBAN41	RZS V186 BAYJY V363 POXKU V8 SLI .....	PQ70
HHR .....	SBAN42	RZS VTU V299 SADDE V107 SMO SMO125R POPPR V23 SLI .....	PQ70
FUL LGB SLI TOA SNA HHR .....	SBAN43	RZS VTU V208 SXC SLI .....	J110M90
HHR (LAXE) .....	SBAN44	RZS V186 ELM00 .....	PQ70
LAX .....	SBAN45	RZS VTU SADDE STAR .....	JM110PQ70
LAX (LAXE) .....	SBAN46	RZS VTU V25 EXERT .....	JM70PQ50
SMO .....	SBAN47	RZS V186 DARTS .....	PQ70
SMO .....	SBAN48	RZS V386 FIM V186 DARTS .....	J110M90
CCB .....	SBAN49	RZS V186 V264 POM .....	PQ70
CCB .....	SBAN50	RZS V386 FIM V186 V264 POM .....	J110M90
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD .....	SBAN51	RZS V186 PDZ .....	PQ70
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD .....	SBAN52	RZS V386 FIM V186 V264 POM V197 PDZ .....	J110M90
HMT .....	SBAN53	RZS V186 PDZ V186 WESIN .....	PQ70
HMT .....	SBAN54	RZS V386 FIM V186 V264 POM V197 PDZ V186 WESIN .....	J110M90
L67 .....	SBAN55	RZS V186 PDZ PDZ078R EDITS .....	PQ70
L67 .....	SBAN56	RZS V386 FIM V186 V264 POM V197 PDZ PDZ078R EDITS .....	J110M90
F70 .....	SBAN57	RZS V186 PDZ V186 NIKKL .....	PQ70
F70 .....	SBAN58	RZS V386 FIM V186 V264 POM V197 PDZ V186 NIKKL .....	J110M90
CRQ NFG NKX OKB .....	SBAN59	RZS V597 OCN .....	PQ90
CRQ NFG NKX OKB (LAXE) .....	SBAN60	RZS V186 ROBNN V458 OCN .....	PQ70
CRQ NFG NKX OKB .....	SBAN61	RZS VTU V208 SXC V208 OCN .....	J110M90
MYF NRS NZY SAN SDM SEE .....	SBAN62	RZS V597 MZB .....	PQ90
MYF NRS NZY SAN SDM SEE (LAXE) .....	SBAN63	RZS V186 HAILE V66 MZB .....	PQ70
MYF NRS NZY SAN SDM SEE .....	SBAN64	RZS VTU V208 SXC V208 LAX118R CARDI MZB320R MZB .....	J110M90
SAN (SANE) .....	SBAN65	RZS V186 VNY V186 BAYJY V363 DANAH V165 SARGs .....	PQ70
SAN (SANE) .....	SBAN66	RZS VTU V208 SXC V27 REDIN V165 SARGs .....	J110M90
RNM .....	SBAN67	RZS V597 OCN V208 JLI .....	PQ90

TO:	ROUTE ID	ROUTE	ALTITUDE
RNM (LAXE) .....	SBAN68	RZS V186 ROBNN V208 JLI .....	PQ70
RNM .....	SBAN69	RZS VTU V208 JLI .....	J110M90
OXR CMA NTD .....	SBAN70	RZS VTU .....	JMPQ70
PSP UDD TRM .....	SBAN71	RZS V386 FIM V186 NIKKL V64 TRM	
		PSP .....	PQ110

**PALM SPRINGS AREA**

FROM: PSP UDD TRM

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR VNY WHP .....	PSPN1	V388 PDZ V186 VNY .....	PQ100
BUR VNY WHP .....	PSPN2	V388 PDZ V197 POM V264 V186 VNY ...	JM120
AJO CNO RAL RIR ONT RIV SBD .....	PSPN3	V388 PDZ .....	JM120PQ100
HMT .....	PSPN4	V388 PDZ V186 WESIN .....	JM120PQ100
EMT POC CCB .....	PSPN5	V388 PDZ PDZ270R V363 POM .....	JM120PQ100
L67 .....	PSPN6	V388 PDZ PDZ078R EDITS .....	JM120PQ100
F70 .....	PSPN7	V388 PDZ V186 NIKKL .....	JM120PQ100
FUL LGB SLI TOA SNA .....	PSPN8	V388 ACINS V283 SLI .....	JM120PQ100
HHR .....	PSPN9	V388 PDZ PDZ270R HHR RY25 LOC .....	JM120PQ100
LAX .....	PSPN10A	V388 PDZ V16 LAHAB .....	M120PQ100
LAX .....	PSPN10B	V388 LENHO SEAVU SEAVU ARRIVAL .....	J120
LAX (LAXE) .....	PSPN11	V388 PDZ PDZ270R V394 SLI V8	
		TANDY .....	PQ100
LAX (LAXE) .....	PSPN12	V388 ACINS V283 SLI V8 TANDY .....	JM120
SMO .....	PSPN13	V388 PDZ V186 DARTS .....	JM120PQ100
CMA OXR NTD .....	PSPN14	V388 PDZ V186 FIM .....	PQ100
CMA OXR NTD .....	PSPN15	V388 PDZ V197 POM V264 V186 FIM .....	JM120
SBA .....	PSPN16	V388 PDZ V186 DEANO V27 KWANG .....	PQ100
SBA .....	PSPN17	V388 PDZ V197 POM V264 V186	
		DEANO V27 KWANG .....	M120

**PALMDALE AREA**

FROM: EDW LOO MHV PMD WJF

TO:	ROUTE ID	ROUTE	ALTITUDE
HHR .....	EDWN1	PMD V518 KIMMO V459 DARTS V186	
		ADAMM V394 HHR RY25 LOC .....	JMPQ80
FUL LGB SLI SNA TOA .....	EDWN2	PMD V201 BERRI V459 SLI .....	JMPQ90
FUL LGB SLI SNA TOA (LAXE) .....	EDWN3	PMD V386 V23 LAX V25 ALBAS SLI .....	MPQ80

**RNAV Routing Pitch and Catch Points**

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.



### HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

### HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MZV or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD-STAR or MLC J105 SGF BDF BRADFORD-STAR
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, ELD, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the northeast, GUSTI SID GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42

Houston Hobby	LIT, ELD, MLC, JCT, or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTS or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area	GALLI, INSLO, HAROL JSICA
Oakland	GALLI, INSLO, HAROL JSICA
San Jose	GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

\*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

### **Catch Points for Airports Located Outside HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVA or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR
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Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

\*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501

or

Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP

or

Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

**Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY-STAR or ESPAN FRIHO-STAR or LAVAN LAVAN-STAR or FTI FRIHO-STAR or MIERA MIERA-STAR
Austin Terminal Area	Aircraft west of a north-south line at LFK, BLEWE or Aircraft east of a north-south line at LFK, IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)-STAR
Chicago Midway	CVA MOTIF-STAR or PIA MOTIF-STAR or DBQ CVA MOTIF-STAR or LMN MOTIF-STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE-STAR or TVC PULLMAN-STAR or FOD DBQ JVL JANESVILLE-STAR or MCW JANESVILLE-STAR or GCK IRK BRADFORD-STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD-STAR
	or
	HGO QUAIL-STAR
	or
	LOPEC-STAR
	or
	ALS LARKS-STAR
	or
	HBU POWDR-STAR
	or
	EKR TOMSN-STAR
	or
	CHE TOMSN-STAR
	or
	BFF LANDR-STAR
	or
	LBF SAYGE-STAR
	or
	HCT SAYGE-STAR
	or
	RSK LARKS-STAR
	or
	LAA QUAIL-STAR
	or
	GCK J154 RYLIE DANDD-STAR
	or
	OCS J154 ALPOE RAMMS-STAR
	or
	YANKI J114 SNY LANDR-STAR
	or
	Aircraft filed BIL or east, MBW RAMMS-STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR
	Aircraft through ZHU airspace remain south ZME and ZTL airspace
	or
Houston Bush	SZW HEVVN Q104 PIE SWAGS (RNAV)-STAR
	CRP, CVE, LLO, LUKIY, SAT
	or
	Aircraft south and east of LLA, JEPEG
	or
	MISLE Q40 AEX
	or
	Aircraft north and east of SJI, SJI
	or
	Aircraft east of PXV, PXV Q31 DHART SWB
Houston Hobby	or
	Aircraft north and west of PXV, PROWL Q33 DHART SWB
	CRP, ELLVR, SAT, SWB
	or
	Aircraft south and east of GIRLY, KCEEE
	or
	Aircraft north and east of SJI, SJI
	or
	BESOM Q38 ROKIT ROKIT-STAR
	or
Jacksonville	Aircraft east of PXV, PXV Q29 HARES SWB
	or
	Aircraft north and west of PXV, PROWL Q33 DHART SWB
	GADAY ZOOSS TAY
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
	ZOOSS TAY

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA, PGS, LYNBY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVBN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVBN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)–STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR
St. Louis Terminal Area	SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU

San Francisco	FMG GOLDEN GATE–STAR
	or
	MVA MODESTO–STAR
	or
	ENI GOLDEN GATE–STAR
	or
San Jose	OAL MODESTO–STAR
	or
	South of a line ILC to DVC, REANA KATTS OAL MODESTO–STAR
	FMG HYP EL NIDO–STAR
	or
	OAL HYP EL NIDO–STAR
Seattle Terminal Area	or
	ENI GOLDEN GATE–STAR
	or
	South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO–STAR
	Aircraft from northeast, southeast, south, TEMPL GLASR–STAR
	or
Southwest Florida Airports RSW and FMY	SUNED CHINS–STAR
	or
	BTG OLMYPIA–STAR
	CEW DEFUN Q104 SWABE JOSFF–STAR
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
Tampa Terminal Area	SZW HEVVN Q104 SWABE JOSFF–STAR
	CEW DEFUN Q104 HEVVN DARBS–STAR
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
	SZW DARBS–STAR
	or
Tucson	DRK PXR
	or
	MOHAK GBN

## VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57' / W076°20.38'
VPONX	_____	N39°06.65' / W076°55.92'
VPOOP	_____	N38°56.32' / W076°36.90'

## BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17' / W070°49.48'
VPBLT	_____	N42°19.67' / W070°53.40'
VPCGS	_____	N42°22.08' / W071°03.13'
VPEVS	_____	N42°23.52' / W071°04.10'
VPFEN	_____	N42°12.58' / W071°08.88'
VPFRE	_____	N42°25.03' / W071°12.32'
VPGLV	_____	N42°21.88' / W070°52.18'
VPHAM	_____	N42°30.13' / W071°07.15'
VPPIK	_____	N42°20.37' / W071°15.93'
VPQUA	_____	N42°12.10' / W071°04.78'
VPQUB	_____	N42°12.60' / W070°59.83'
VPSPF	_____	N42°24.20' / W071°09.47'
VPTOB	_____	N42°31.42' / W070°59.82'
VPWAN	_____	N42°36.88' / W071°19.45'

## BOSTON TERMINAL AREA CHART

VPCOH	Cohasset	N42°13.58' / W070°48.94'
VPCUT	Cuttyhunk Harbor	N41°25.50' / W070°55.03'
VPFRA	Framingham Shopping Center	N42°18.16' / W071°23.65'
VPHOL	Woods Hole	N41°31.06' / W070°40.60'
VPHUL	Hull	N42°18.20' / W070°55.30'
VPLPT	Nantucket Great Point	N41°23.41' / W070°02.78'
VPNED	Needham Towers	N42°18.51' / W071°14.64'
VPPEA	Peabody Shopping Center	N42°32.52' / W070°56.69'
VPROC	Rockingham Race Track	N42°46.29' / W071°13.57'
VPSCI	Scituate	N42°11.89' / W070°43.69'
VPTPT	Nantucket Third Point	N41°18.51' / W070°03.37'
VPTUC	Tuckernuck	N41°18.31' / W070°15.43'
VPWAK	Wakefield	N42°30.72' / W071°05.24'
VPWAN	Wang Towers	N42°36.88' / W071°19.45'

## CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37' / W076°31.47'
VPAVA	_____	N34°57.00' / W077°16.50'
VPBFE	_____	N32°16.38' / W080°47.50'
VPBRA	_____	N36°13.75' / W076°08.08'
VPGCE	_____	N36°03.90' / W076°36.42'
VPGHI	_____	N35°15.30' / W075°31.25'
VPGIO	_____	N35°32.50' / W076°37.33'
VPKJU	_____	N35°26.58' / W076°10.22'
VPLMN	_____	N34°55.43' / W077°46.42'
VPMAB	_____	N34°42.20' / W077°03.50'
VPNPO	ISLE OF PALMS	N32°47.78' / W079°46.45'
VPOKY	_____	N35°06.53' / W075°59.17'
VPREP	_____	N32°33.98' / W080°21.82'
VPRRS	_____	N33°25.45' / W079°07.60'
VPUMO	_____	N35°35.63' / W075°28.08'
VPWZO	_____	N36°00.87' / W075°40.07'
VPZIE	_____	N32°01.62' / W080°53.42'

## CHICAGO SECTIONAL CHART

WAYPOINT IDENT  
VPCOH

COLLOCATED VFR CHECKPOINT  
\_\_\_\_\_

LOCATION  
N31°49.35' / W081°51.07'

## DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN  
VPFTG  
VPNIC

\_\_\_\_\_  
\_\_\_\_\_  
NORTH INTERCHANGE

N39°44.28' / W104°26.00'  
N39°44.35' / W104°32.75'  
N39°58.90' / W104°59.27'

## HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT  
VPBWY  
VPDTN  
VPGLA  
VPGLB  
VPKTY  
VPPLN  
VPRSN  
VPSND  
VPSNT  
VPTNE  
VPTNW  
VPTRK

COLLOCATED VFR CHECKPOINT  
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LOCATION  
N29°46.25' / W095°09.24'  
N29°46.59' / W095°22.01'  
N30°08.32' / W095°06.62'  
N30°07.80' / W094°55.70'  
N29°47.05' / W095°44.92'  
N30°08.80' / W095°50.42'  
N29°30.00' / W095°41.00'  
N29°23.13' / W095°28.86'  
N29°49.29' / W094°53.94'  
N29°47.48' / W095°03.34'  
N29°47.06' / W095°33.81'  
N29°24.06' / W095°10.44'

## JACKSONVILLE SECTIONAL CHART

VPAFI  
VPAFY  
VPBEC  
VPCJA  
VPCCK  
VPCNY  
VPDAD  
VPDAR  
VPDFI  
VPDUT  
VPEAR  
VPEGV  
VPPFU  
VPGPE  
VPHAA  
VPHUC  
VPIWA  
VPJMY  
VPKER  
VPLEV  
VPLJA  
VPMIA  
VPTLH  
VPXZY  
VPYIW  
VPZIE

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DADE CITY  
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CLEARWATER BEACH  
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ST PETE BEACH  
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MIDWAY  
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LAKE PARKER  
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N31°49.35' / W081°51.07'  
N30°07.00' / W081°21.33'  
N29°46.25' / W081°15.10'  
N29°30.00' / W081°06.00'  
N28°46.50' / W082°34.00'  
N28°30.00' / W080°45.00'  
N28°22.57' / W082°11.25'  
N31°22.38' / W081°24.13'  
N29°00.17' / W081°20.85'  
N27°37.70' / W082°09.10'  
N27°58.67' / W082°49.83'  
N29°39.97' / W081°24.87'  
N28°57.08' / W081°00.33'  
N27°43.50' / W082°44.67'  
N30°04.02' / W083°40.02'  
N28°19.87' / W082°43.77'  
N31°48.33' / W081°25.85'  
N29°26.92' / W081°18.27'  
N28°04.00' / W081°56.00'  
N28°48.00' / W080°52.00'  
N29°00.00' / W080°51.00'  
N30°50.02' / W084°56.63'  
N30°32.70' / W083°52.22'  
N29°35.00' / W083°10.00'  
N30°42.28' / W081°27.25'  
N32°01.62' / W080°53.42'

## KANSAS CITY SECTIONAL CHART

VPAGO  
VPBEK  
VPDEN  
VPENE  
VPESSE  
VPFME  
VPGXY  
VPMBE  
VPMKE  
VPROV  
VPUTT

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N37°50.33' / W090°29.03'  
N37°15.07' / W092°30.67'  
N37°46.75' / W092°19.20'  
N37°44.75' / W091°55.78'  
N36°59.48' / W091°00.88'  
N37°41.00' / W092°38.33'  
N37°15.50' / W091°40.17'  
N37°11.08' / W090°27.92'  
N37°24.47' / W092°40.00'  
N38°01.72' / W091°12.81'  
N37°52.05' / W092°01.20'



WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPWOC	_____	N37°18.03' / W092°18.63'
VPWRO	_____	N37°39.12' / W091°45.68'
VPXIZ	_____	N37°26.60' / W092°05.42'

## KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62' / W095°07.65'
VPBGs	BLUE SPRINGS	N39°01.82' / W094°16.32'
VPBSP	BONNER SPRINGS	N39°03.78' / W094°53.10'
VPCHB	CHOUTEAU BRIDGE	N39°08.77' / W094°32.03'
VPDSO	DE SOTO	N38°58.68' / W094°58.48'
VPESG	EXCELSIOR SPRINGS	N39°20.68' / W094°13.77'
VPGTB	GARRETSBURG	N39°40.92' / W094°41.45'
VPLAT	LATHROP WATER TANK	N39°32.87' / W094°20.00'
VPLEN	LENEXA	N38°57.77' / W094°43.68'
VPLVL	LONGVIEW LAKE	N38°54.63' / W094°28.28'
VPMCL	MC LOUTH	N39°11.65' / W095°12.50'
VPNHA	NASHUA	N39°17.83' / W094°34.80'
VPSCX	SPORTS COMPLEX	N39°03.00' / W094°29.02'
VPsKR	SUGAR CREEK REFINERY	N39°07.00' / W094°27.02'
VPSPK	SWOPE PARK	N39°00.47' / W094°31.93'
VPTSX	TWIN STACKS	N39°09.05' / W094°38.22'
VPWOF	WORLDS OF FUN	N39°10.42' / W094°29.12'

## KLAMATH FALLS SECTION CHART

VPORO \_\_\_\_\_ N43°57.38' /W123°02.22'

## LOS ANGELES HELICOPTER CHART

VPANA		N33°44.43' /W117°50.03'
VPART	MAGNOLIA	N33°51.45' /W117°58.92'
VPAUT	HWY 91 & 55	N33°50.63' /W117°49.57'
VPBOB		N33°59.60' /W117°21.45'
VPCAR		N33°49.90' /W118°17.23'
VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPCOR		N33°52.90' /W117°32.95'
VPCRX		N34°01.40' /W117°44.88'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPDOW		N33°56.47' /W118°05.80'
VPELA		N34°00.98' /W118°10.35'
VPETY		N33°38.70' /W117°44.12'
VPFCB		N34°02.03' /W118°01.63'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' /W119°10.39'
VPGOL		N34°09.33' /W118°17.37'
VPIMP		N33°55.85' /W118°16.85'
VPKAT		N33°48.23' /W117°54.22'
VPKEL		N34°03.92' /W117°48.40'
VPLAC		N34°03.75' /W118°14.93'
VPLLU		N34°03.85' /W117°17.82'
VPLQM	QUEEN MARY	N33°45.17' /W118°11.37'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' /W118°02.65'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' /W118°16.32'
VPMDR		N33°59.27' /W118°23.97'
VPNEW	NEWHALL PASS	N34°20.18' /W118°30.72'
VPNUY		N34°09.63' /W118°28.18'
VPPCH		N33°28.07' /W117°40.32'
VPPKC		N34°03.32' /W118°12.83'
VPPOR		N34°00.10' /W117°50.12'
VPRRT		N33°59.37' /W118°16.83'
VPSEP		N34°05.80' /W118°28.63'
VPSFR		N34°17.45' /W118°28.07'
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34'
VPSTK		N34°13.97' /W118°24.60'

## LOS ANGELES SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCNG	CONEJO GRADE US HWY 101	N34°12.54'/W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76'/W119°02.53'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71'/W119°10.39'
VPSTC	SATICOY BRIDGE	N34°16.62'/W119°08.34'

## LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54'/W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76'/W119°02.53'
VPGETY	GETTY CENTER	N34°04.84'/W118°28.66'
VPLBP	BANNING PASS	N33°56.05'/W116°59.63'
VPLCC	CHAFFEY COLLEGE	N34°08.87'/W117°34.33'
VPLCP	CAJON PASS	N34°18.07'/W117°27.68'
VPLDL	DISNEYLAND	N33°48.72'/W117°55.13'
VPLDP	DANA POINT	N33°27.62'/W117°42.87'
VPLDS	DODGER STADIUM	N34°04.42'/W118°14.42'
VPLFX	91/605 INTERCHANGE	N33°52.38'/W118°06.08'
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10'/W118°18.02'
VPLHF	110/405 FWYS	N33°51.42'/W118°17.10'
VPLHP	HUNTINGTON PIER	N33°39.32'/W118°00.25'
VPLKH	KING HARBOR	N33°50.75'/W118°23.88'
VPLLC	L.A. COLISEUM	N34°00.83'/W118°17.27'
VPLLM	LAKE MATHEWS	N33°50.58'/W117°26.85'
VPLMM	MAGIC MOUNTAIN	N34°26.20'/W118°36.28'
VPLMS	MILE SQUARE PARK	N33°43.40'/W117°56.77'
VPLPD	PRADO DAM	N33°53.40'/W117°38.48'
VPLPP	PACIFIC PALISADES	N34°02.13'/W118°32.15'
VPLQM	QUEEN MARY	N33°45.17'/W118°11.37'
VPLRB	ROSE BOWL	N34°09.67'/W118°10.05'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45'/W118°02.65'
VPLSA	SANTA ANA CANYON	N33°52.03'/W117°42.68'
VPLSB	SANTA FE FLOOD BASIN	N34°07.72'/W117°57.30'
VPLSC	STATE COLLEGE	N33°52.97'/W117°53.13'
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87'/W118°29.00'
VPLSP	SIGNAL PEAK	N33°36.33'/W117°48.63'
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07'/W118°21.13'
VPLSS	SANTA SUSANA PASS	N34°16.00'/W118°38.43'
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40'/W118°20.30'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97'/W118°16.32'
VPLWT	WATER TANK	N34°10.82'/W118°46.27'
VPNEW	NEWHALL PASS	N34°20.18'/W118°30.72'
VPSTC	SATICOY BRIDGE	N34°16.62'/W119°08.34'

## MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92'/W080°06.93'
VPBOV	_____	N27°57.00'/W080°46.75'
VPCLC	_____	N26°27.07'/W082°00.88'
VPCTE	_____	N26°09.28'/W081°20.70'
VPDAD	DADE CITY	N28°22.57'/W082°11.25'
VPDUT	_____	N27°37.70'/W082°09.10'
VPDZE	_____	N27°19.00'/W080°44.17'
VPEAR	CLEARWATER BEACH	N27°58.67'/W082°49.83'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78'/W080°28.00'
VPFAH	_____	N26°25.40'/W081°29.67'
VPGPE	ST PETE BEACH	N27°43.50'/W082°44.67'
VPHRO	_____	N27°05.97'/W082°12.20'
VPHUC	_____	N28°19.87'/W082°43.77'
VPIBR	_____	N27°12.47'/W081°40.22'
VPKER	LAKE PARKER	N28°04.00'/W081°56.00'
VPKOE	_____	N24°40.08'/W081°20.55'
VPLYV	_____	N24°49.07'/W080°49.17'
VPMB0	GULFSTREAM PARK	N25°58.57'/W080°08.17'
VPOBA	PUMPING STATION	N26°28.30'/W080°26.75'
VPRBI	_____	N25°50.67'/W080°55.18'
VPRNL	RANGER STATION	N25°22.92'/W080°36.58'
VPWMO	_____	N27°03.00'/W080°35.00'

## MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92' / W080°06.93'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' / W080°28.00'
VPMB0	GULFSTREAM PARK	N25°58.57' / W080°08.17'
VPOBA	PUMPING STATION	N26°28.30' / W080°26.75'
VPRBI		N25°50.67' / W080°55.18'
VPRNL	RANGER STATION	N25°22.92' / W080°36.58'

## NEW ORLEANS SECTIONAL CHART

VPGPT		N30°25.95' / W089°05.62'
VPLIP	PHILLIPS INLET	N30°16.23' / W085°59.25'
VPMAI		N30°50.02' / W084°56.63'
VPMOB		N30°23.00' / W088°31.72'
VPRAM		N30°18.95' / W089°35.88'
VPRER		N30°13.87' / W085°20.67'
VPRIV		N30°54.85' / W087°57.82'
VPSAW		N30°49.65' / W089°07.42'
VPTHR		N30°19.93' / W087°08.50'

## NEW YORK HELICOPTER CHART

VPJAY		N40°59.00' / W073°07.00'
VPLYD		N40°57.37' / W073°29.59'
VPROK		N40°52.70' / W073°44.24'

## PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97' / W112°35.20'
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05' / W112°41.38'
VPARM	ARROWHEAD MALL	N33°38.52' / W112°13.48'
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98' / W111°59.08'
VPAZM	ARIZONA MILLS	N33°23.43' / W111°57.88'
VPBAR	BARTLETT DAM	N33°49.10' / W111°37.92'
VPCCC	COUNTRY CLUB & CANAL	N33°30.73' / W111°50.37'
VPCNL	CANAL	N33°33.23' / W111°46.89°
VPFRB	FIREBIRD LAKE	N33°16.35' / W111°58.10'
VPFTN	FOUNTAIN HILLS	N33°36.12' / W111°42.72'
VPGLX	GILA CROSSING	N33°16.55' / W112°10.08'
VPGPP	GLENDALE POWER PLANT	N33°33.27' / W112°13.00'
VPMAR	MARICOPA	N33°03.42' / W112°02.88'
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53' / W111°49.58'
VPNRV	NEW RIVER	N33°55.08' / W112°08.45'
VPNTT	NORTH TEST TRACK	N33°03.50' / W111°55.83'
VPIIR	PIR	N33°22.52' / W112°18.90'
VPQTR	QUINTERO GOLF COURSE	N33°49.53' / W112°23.58'
VPRVC	RIO VERDE COMMUNITY	N33°44.37' / W111°39.62'
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02' / W112°02.12'
VPSQP	SQUAW PEAK	N33°32.83' / W112°01.27'
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50' / W111°41.37'
VPSTN	SANTAN MOUNTAINS	N33°09.23' / W111°40.92'
VPSTT	SOUTH TEST TRACK	N32°56.25' / W111°59.67'
VPZZZ		N33°20.18' / W111°26.53'

## ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08' / W090°22.42'
VPBPE		N38°23.80' / W090°20.38'
VPCJY	HOLIDAY SHORES	N38°55.00' / W089°56.00'
VPCOJ	WINFIELD DAM	N39°00.28' / W090°41.23'
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18' / W090°16.47'
VPEAZ	BUSCH STADIUM	N38°37.43' / W090°11.55'
VPEDZ	WATER TANKS	N38°45.30' / W090°34.87'
VPEGR	GAS TANKS	N38°35.80' / W090°19.32'
VPEOX	ST PETERS	N38°47.17' / W090°39.25'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00'/W090°43.00'
VPFFY		N38°55.37'/W090°17.30'
VPGPF		N38°35.60'/W090°26.92'
VPGVI		N38°32.30'/W090°27.80'
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88'/W090°10.42'
VPIBO	WATERLOO	N38°20.00'/W090°09.00'
VPJMU	HORSESHOE LAKE	N38°41.00'/W090°05.00'
VPKNY	PACIFIC	N38°29.00'/W090°44.00'
VPLES	ST CHARLES	N38°47.00'/W090°30.00'
VPLIW	SIX FLAGS	N38°30.67'/W090°40.47'
VPLXU	GATEWAY ARCH	N38°37.50'/W090°11.00'
VPNSY	WOOD RIVER REFINERIES	N38°50.00'/W090°05.00'
VPNZY	WENTZVILLE	N38°48.83'/W090°50.98'
VPRAZ	JERSEYVILLE	N39°07.00'/W090°20.00'
VRPMO	FOREST PARK	N38°38.00'/W090°17.00'
VPWKO	COLUMBIA	N38°27.00'/W090°12.00'
VPXXI	MILLSTADT	N38°27.50'/W090°05.68'
VPYID	MOSENTHEIN ISLAND	N38°43.00'/W090°12.25'

### SALT LAKE CITY HELICOPTER CHART

VPAIR	SALTAIR	N40°44.85'/W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18'/W111°54.23'
VPBRN	BARN	N40°54.28'/W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67'/W111°53.25'
VPCHS		N40°42.28'/W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38'/W112°09.00'
VPCWY	CAUSEWAY	N41°05.37'/W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67'/W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92'/W112°02.27'
VPFPK	FRANCIS PEAK	N41°01.98'/W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28'/W112°11.88'
VPHVE	SPAGHETTI BOWL	N40°43.50'/W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02'/W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80'/W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08'/W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50'/W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50'/W111°53.37'
VPMSH		N41°01.67'/W112°02.47'
VPNSL		N40°50.15'/W111°54.90'
VPNTP		N41°03.57'/W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13'/W112°00.45'
VPOPS	POWER STATION	N41°20.38'/W112°02.78'
VPPEN	STATE PRISON	N40°29.88'/W111°53.62'
VPPPT	PROMONTORY POINT	N41°12.28'/W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42'/W111°54.83'
VPVPO	PROVO CANYON	N40°18.77'/W111°39.45'
VPRWY		N40°48.48'/W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83'/W111°54.85'
VPTIP	SOUTH TIP	N40°50.93'/W112°10.92'
VPWBR	WEBER CANYON	N41°08.17'/W111°54.83'
VPWBT		N40°38.00'/W112°03.33'

### SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALTAIR	N40°44.85'/W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18'/W111°54.23'
VPBRN	BARN	N40°54.28'/W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67'/W111°53.25'
VPCHS		N40°42.28'/W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38'/W112°09.00'
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30'/W111°53.43'
VPCWY	CAUSEWAY	N41°05.37'/W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67'/W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92'/W112°02.27'
VPFPK	FRANCIS PEAK	N41°01.98'/W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28'/W112°11.88'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50'/W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02'/W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80'/W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08'/W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50'/W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50'/W111°53.37'
VPMSH	_____	N41°01.67'/W112°02.47'
VPNSL	_____	N40°50.15'/W111°54.90'
VPNTP	_____	N41°03.57'/W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13'/W112°00.45'
VPOPS	POWER STATION	N41°20.38'/W112°02.78'
VPPEP	STATE PRISON	N40°29.88'/W111°53.62'
VPPTT	PROMONTORY POINT	N41°12.28'/W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42'/W111°54.83'
VPPOV	PROVO CANYON	N40°18.77'/W111°39.45'
VPRWY	_____	N40°48.48'/W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83'/W111°54.85'
VP TIP	SOUTH TIP	N40°50.93'/W112°10.92'
VPUOU	U OF U EVENTS CENTER	N40°45.73'/W111°50.28'
VPWBR	WEBER CANYON	N41°08.17'/W111°54.83'
VPWBT	_____	N40°38.00'/W112°03.33'
VPZOO	HOGLE ZOO	N40°45.00'/W111°48.95'

### SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62'/W117°42.87'
VPLSP	SIGNAL PEAK	N33°36.33'/W117°48.63'
VPOCN	_____	N33°14.15'/W117°26.63'
VPSBC	BARONA CASINO	N32°56.25'/W116°52.60'
VPSBL	_____	N33°05.18'/W117°18.55'
VPSBM	BLACK MOUNTAIN	N32°58.87'/W117°07.00'
VPSCF	_____	N32°48.55'/W117°09.17'
VPSCM	COWLES MOUNTAIN	N32°48.72'/W117°01.97'
VPSCP	CRYSTAL PIER	N32°47.77'/W117°15.42'
VPSCR	_____	N32°39.37'/W117°07.30'
VPSFB	IRON MOUNTAIN	N32°58.25'/W116°57.33'
VPSLJ	LAKE JENNINGS	N32°51.53'/W116°53.28'
VPSMB	_____	N32°45.57'/W117°12.22'
VPSMP	_____	N33°22.70'/W117°36.75'
VPSMS	MOUNT SOLEDAD	N32°50.40'/W117°15.10'
VPSMV	_____	N32°45.75'/W117°09.80'
VPSMW	MOUNT WOODSON	N33°00.52'/W116°58.23'
VPSOP	OTAY MESA PRISON	N32°35.82'/W116°55.28'
VPSOT	LOWER OTAY LAKE	N32°37.73'/W116°55.38'
VPSPL	SOUTH POINT LOMA	N32°39.90'/W117°14.55'
VPSPP	POWER PLANT	N33°08.25'/W117°20.23'
VPSQS	QUALCOMM STADIUM	N32°46.98'/W117°07.23'
VPSRT	DEL MAR RACE TRACK	N32°58.58'/W117°15.95'
VPSSM	SAN MIGUEL MOUNTAIN	N32°41.78'/W116°56.18'
VPSSV	SAN VICENTE ISLAND	N32°55.53'/W116°55.00'
VPSTP	TORREY PINES GOLF COURSE	N32°54.17'/W117°14.68'
VPSVA	_____	N33°11.48'/W117°16.38'

### SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75'/W119°53.20'
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### SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35'/W121°35.42'
VPANT	ANTIOCH BRIDGE	N38°01.45'/W121°45.02'
VPBBR	BENICIA BRIDGE	N38°02.50'/W122°07.45'
VPCL	CALAVERAS RESERVOIR	N37°28.16'/W121°48.93'
VPGBT	LAKE CHABOT	N37°43.68'/W122°06.94'
VPCTO	COYOTE HILLS	N37°32.50'/W122°05.06'
VPCTZ	CARQUINEZ BRIDGE	N38°03.66'/W122°13.52'
VPCLL	_____	N37°11.00'/W121°41.06'
VPCTY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56'/W122°21.10'

## WAYPOINT IDENT

VPDUB  
VPEMB

## WAYPOINT IDENT

VPCSH  
VPDAM  
VPDLR  
VPDUB  
VPEMB  
VPGGF  
VPGIL  
VPHHH  
VPKGO  
VPLEX  
VPMID  
VPMOR  
VPLUM  
VPPAC  
VPPRU  
VPSAR  
VPSLA  
VPSTB  
VPSUN  
VPUTC  
VPWAL  
VPWAM  
VPWFR

## COLLOCATED VFR CHECKPOINT

DUBLIN  
EMBASSY SUITES  
COLLOCATED VFR CHECKPOINT  
CAL STATE UNIVERSITY  
DEL VALLE DAM  
  
DUBLIN  
EMBASSY SUITES  
GOLDEN GATE FIELDS  
GILROY  
HAMILTON  
KGO  
LEXINGTON RESERVOIR  
MID-SPAN SAN MATEO BRIDGE  
MORMON TEMPLE  
NUMMI PLANT  
  
PRUNEYARD  
SARATOGA  
SLAC/LINEAR ACCELERATOR  
STINSON BEACH  
SUNOL GOLF COURSE  
U.T.C.  
WALNUT CREEK  
  
CEMENT PLANT

## LOCATION

N37°42.06'/W121°55.36'  
N37°26.05'/W121°53.83'  
LOCATION  
N37°39.52'/W122°03.52'  
N37°36.91'/W121°44.78'  
N37°07.00'/W121°47.06'  
N37°42.06'/W121°55.36'  
N37°26.05'/W121°53.83'  
N37°53.07'/W122°18.71'  
N37°01.37'/W121°33.99'  
N38°03.58'/W122°30.66'  
N37°31.58'/W122°06.10'  
N37°11.66'/W121°59.18'  
N37°36.28'/W122°11.81'  
N37°48.46'/W122°11.95'  
N37°29.56'/W121°56.58'  
N37°38.00'/W122°32.07'  
N37°17.33'/W121°56.01'  
N37°15.26'/W122°02.33'  
N37°24.75'/W122°14.35'  
N37°54.45'/W122°40.41'  
N37°34.85'/W121°53.23'  
N37°13.93'/W121°41.35'  
N37°53.78'/W122°04.30'  
N37°30.28'/W122°10.00'  
N37°30.88'/W122°12.26'

## TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV  
VPCNY  
VPDAD  
VPDFI  
VPDUT  
VPEAR  
VPFFU  
VPGPE  
VPHUC  
VPKER  
VPLEV  
VPLJA

DADE CITY

CLEARWATER BEACH

ST PETE BEACH

LAKE PARKER

N27°57.00'/W080°46.75'  
N28°30.00'/W080°45.00'  
N28°22.57'/W082°11.25'  
N29°00.17'/W081°20.85'  
N27°37.70'/W082°09.10'  
N27°58.67'/W082°49.83'  
N28°57.08'/W081°00.33'  
N27°43.50'/W082°44.67'  
N28°19.87'/W082°43.77'  
N28°04.00'/W081°56.00'  
N28°48.00'/W080°52.00'  
N29°00.00'/W080°51.00'

## WASHINGTON SECTIONAL CHART

VPAGE  
VPAXI  
VPBRA  
VPGCE  
VPWZO

N38°07.82'/W076°48.75'  
N38°34.57'/W076°20.38'  
N36°13.75'/W076°08.08'  
N36°03.90'/W076°36.42'  
N36°00.87'/W075°40.07'

# VOR RECEIVER CHECK VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

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The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000-3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

## ARIZONA VOR RECEIVER CHECKPOINTS

		Type Check Pt. Gnd.	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	
Facility Name (Arpt Name)	Freq/Ident	AB/ALT			Checkpoint Description
<b>Bard</b> .....	116.8/BZA	A/2000	242	5.9	Over interstate 8 freeway crossing canal.
<b>Drake</b> (Ernest A. Love Fld).....	114.1/DRK	A/7000	124	5.0	Over apch end Rwy 30.
<b>Flagstaff</b> (Pulliam).....	113.85/FLG	A/8000	033	6.5	Over red and white square twr.
<b>Fort Huachuca</b> (Sierra Vista Muni/Libby AAF).....	113.6/FHU	G	80		Runup area Twy G at 26 end.
<b>Kingman</b> (Kingman).....	108.8/IGM	G	220	1.0	Center of runup area apch end Rwy 03.
<b>Phoenix-Mesa Gateway</b> .....	113.3/IWA	G	299	1.4	On Twy G between Rwy 12R and Rwy 12C.
<b>Tucson</b> (Tucson Intl) .....	116.0/TUS	G	318	0.7	On runup pad northeast of Twy A17.
<b>Willie</b> (Phoenix-Mesa Gateway).....	113.3/IWA	G	124	0.6	On Twy P runup area Rwy 30C.
<b>Winslow</b> (Winslow-Lindbergh Rgnl) .....	112.6/INW	A/6000	106	5.0	Over apch end Rwy 29.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
<b>Phoenix Sky Harbor Intl.</b> .....	109.0	G	
<b>Prescott</b> (Ernest A. Love Fld) .....	110.0	G	

## CALIFORNIA VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
<b>Arcata</b> (Arcata) .....	110.2/ACV	G	148	0.7	On runup area apch end Rwy 32.
<b>Chico</b> (Chico Muni).....	109.8/CIC	G	302	1.1	On north runup area.
<b>Clovis</b> (Fresno Yosemite Intl) .....	112.9/CZQ	A/1400	130	7.2	Over apch end Rwy 11L.
<b>Compton Woodley</b> .....	113.6/LAX	A/1000	091	10.0	Over apch end Rwy 25L.
<b>Concord</b> (Buchanan Field).....	117.0/CCR	A/1200	172		Over apch end Rwy 19L.
<b>Daggett</b> (Barstow-Daggett) .....	113.2/DAG	A/2800	223	11.7	Over apch end Rwy 22.
<b>El Nido</b> (Merced Muni/Macready Fld) .....	114.2/HYP	A/1200	290		Over apch end Rwy 30.
<b>Fortuna</b> (Murray Fld).....	114.0/FOT	A/1500	015	9.6	Over Rwy apch end 11.
<b>Fortuna</b> (Rohnerville).....	114.0/FOT	A/1400	130	8.2	Over apch end Rwy 11.
<b>Guadalupe</b> (Santa Maria Pub/Capt G Allan Hancock Fld) .....	111.0/GLJ	A/1200	118		Over apch end Rwy 30.
<b>Imperial</b> (Imperial County).....	115.9/IPL	A/1500	313	5.7	Over apch end Rwy 32.
<b>Lake Hughes</b> (General Wm J. Fox Airfield) .....	108.4/LHS	G	065	18.1	On the main ramp at east terminal gas pit.

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
<b>Maxwell</b> (Willows–Glenn County) .....	110.0/MXW	A/1200	342	11.5	Over apch end Rwy 34.
<b>Modesto</b> (Modesto City–Co–Harry Sham Fld) .....	114.6/MOD	G	093	0.6	On ramp area next to intersection of Taxiways A and A1.
<b>Oakland</b> (Metropolitan Oakland Intl) .....	116.8/OAK	G	081	0.9	On runup pad end of Rwys 27R and 27L.
<b>Palmdale</b> (General Wm. J. Fox Airfield) .....	114.5/PMD	A/5000	296	10.1	Over center taxiway/runway intersection.
<b>Paradise</b> (Ontario Intl) .....	112.2/PDZ	G	320	8.9	Intersection of Twy Q, Twy P and Rwy 26L.
<b>Paso Robles</b> (Paso Robles Muni).....	114.3/PRB	G	247	0.4	Transient parking ramp front of terminal.
<b>Placerville</b> (Placerville) .....	115.5/HNW	A/5200	076	8.7	Dam on west end of lake.
<b>Pomona</b> (Cable).....	110.4/POM	A/3500	053	5.1	Over apch end of Rwy 06.
<b>Red Bluff</b> .....	115.7/RBL	A/1500	358	5.8	Over the center of Red Bluff Fairgrounds Race Track.
<b>Redding</b> (Redding Muni).....	108.4/RDD	G	310	0.5	On runup area apch end Rwy 12.
<b>Sacramento</b> (McClellan Airfield) .....	109.2/MCC	G	358	.9	On Taxiway at end of Rwy 16.
	109.2/MCC	G	015	0.4	On Taxiway B.
<b>Sacramento</b> (Sacramento Executive).....	115.2/SAC	A/1000	016	4.4	Over apch end Rwy 02.
<b>Salinas</b> (Salinas Muni).....	117.3/SNS	G	247	0.4	Intersection of twys C and D.
<b>San Francisco</b> (San Francisco Intl).....	115.8/SFO	A/1800	153	6.7	Over Crystal Springs causway 5 NM west of San Carlos arpt.
<b>San Jose</b> (Norman Y. Mineta San Jose Intl) .	114.1/SJC	G	123	1.7	On Twy B and runup area Rwy 30L.
<b>San Jose</b> (Norman Y. Mineta San Jose Intl) .	114.1/SJC	G	132	0.6	Twy V abeam Twy J.
<b>Santa Barbara</b> .....	114.9/RZS	A/2000	279	11	Over Lake Cachuma Dam spillway.
<b>Santa Barbara</b> (Santa Barbara Muni).....	114.9/RZS	G	197	5.8	At intersection of Taxiway D and H.
<b>Santa Rosa</b> (Charles M. Schulz–Sonoma Co)	113.0/STS	A/2000	323	5.9	River bridge on Highway 101.
	113.0/STS	G	121		.5 NM runup Rwy 32.
	113.0/STS	G	344		.4 NM runup Rwy 14.
<b>Scaggs Island</b> (Napa County).....	112.1/SGD	A/1000	047	5.4	Over rotating beacon.
<b>Thermal</b> (Jacqueline Cochran Rgnl) .....	116.2/TRM	G	329	0.3	On centerline of twy 375' in front of hangar.
<b>Van Nuys</b> .....	113.1/VNY	G	169	0.5	At intersection of Twy D and Twy A.
	113.1/VNY	G	161	1.6	On West runup area rwy 34L.
	113.1/VNY	G	142	0.4	Runup area Rwy 16L.
<b>Ventura</b> (Camarillo) .....	108.2/VTU	G	330	6.1	Runup Rwy 26.
	108.2/VTU	G	320	6.5	Runup Rwy 08.
<b>Ventura</b> (Oxnard) .....	108.2/VTU	G	289	9.0	On parallel Twy W of Rwy 25 runup area.
<b>Visalia</b> (Visalia Muni) .....	109.4/VIS	A/1300	107	5.0	Over apch end rwy 12.
<b>Woodside</b> (Hayward Executive).....	113.9/OSI	G	009		Runup area Rwy 28L.
<b>Woodside</b> (San Carlos) .....	113.9/OSI	A/2000	355	7.2	Over Rwy 30 numbers.



## VOR RECEIVER CHECK VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
<b>Bakersfield</b> .....	111.2	G	
<b>Hawthorne</b> (Jack Northrop Fld/Hawthorne Muni) .....	113.9	G	Unusable on south taxiway.
<b>Long Beach</b> (Daugherty Field) .....	113.9	G	Unusable all areas except runup Rwy 25L at Taxiway J, runup Rwy 25R.
<b>Los Angeles Intl</b> .....	113.9	G	Unusable all areas except intersection of Twys A at G runup Rwy 25L at Twy F and intersection of Twy C at N.
<b>Sacramento Executive</b> .....	111.4	G	
<b>Sacramento Intl</b> .....	111.4	G	
<b>San Diego (EL Cajon)</b> (Gillespie Fld) .....	110.0	G	
<b>San Diego (Mount Soledad)</b> (San Diego Intl) .....	109.0	G	Unusable all areas except runup area Rwy 27.
<b>San Diego</b> (Montgomery) .....	109.0	G	Unusable all areas except runup areas for Rwy 05 and 28L.
<b>San Francisco Intl</b> .....	111.0	G	
<b>Santa Ana</b> (John Wayne Airport/Orange Co) .....	110.0	G	
<b>Santa Monica Muni</b> .....	113.9	G	Unusable all areas except runup areas for Rwy 03 and 21.
<b>Torrance</b> (Zamperini Fld) .....	113.9	G	

## COLORADO VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
<b>Akron</b> .....	114.4/AKO	A/6000	179	7.0	Over lgtd twr.
<b>Cortez</b> (Cortez Muni) .....	108.4/CEZ	A/7000	196		Over apch end rwy 21.
<b>Denver</b> (Rocky Mountain Metropolitan) .....	115.4/BJC	G	060	0.6	Runup area at Alpha 17.
<b>Hayden</b> (Craig-Moffat) .....	115.6/CHE	A/7200	248	9.6	Over apch end rwy 25.
<b>Pueblo</b> (Pueblo Memorial) .....	116.7/PUB	G	249	3.8	On painted circle with arrow on runup pad S side apch end rwy 08L.
	116.7/PUB	A/7300	294	7.8	Over KOAA TV twr, 5.4 NM of arpt.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
<b>Centennial</b> .....	108.2	G	VOT unusable east of Twy C-4.
(City of Colorado Springs Muni) .....	110.4	G	
<b>Denver International</b> .....	110.0	G	VOT unusable in terminal area N of Twy AA to Twy BN and W Twy L to Twy F.

# VOR RECEIVER CHECK NEVADA VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
<b>Bullion</b> (Elko Rgnl).....	114.5/BQU	A/7000	343	5.1	Over center of race track.
<b>Ely</b> (Ely Arpt/Yelland Fld).....	110.6/ELY	G	059		Intersection of Twy A and Twy B.
<b>Mustang</b> (Reno/Stead) .....	117.9/FMG	A/7000	291	12.8	Over atct.
<b>Wells</b> (Wells Muni/Harriet Fld) .....	114.2/LWL	A/7000	286	8.3	Over radio twr.
<b>Winnemucca Muni</b> .....	108.2/INA	A/6000	024	6.5	Over highway bridge crossing railroad tracks.
	108.2/INA	G	134	.8	Runup area Rwy 32.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
<b>Las Vegas</b> (North Las Vegas).....	108.2	G	

# NEW MEXICO

## VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
<b>Carlsbad</b> (Carlsbad City Air Terminal) .....	116.3/CNM	G	333	5.4	On Twy A in front of fire department.
<b>Hobbs</b> (Lea County Rgnl).....	111.0/HOB	G	030	3.5	On runup pad apch end Rwy 03.
<b>Las Vegas</b> (Las Vegas Muni) .....	117.3/LVS	A/8500	233	6.0	Over yellow water tank.
<b>Roswell</b> (Roswell Intl Air Center).....	116.1/CME	G	100	5.2	On middle of W ramp adjacent to twy.
<b>Santa Fe</b> (Santa Fe County Muni) .....	110.6/SAF	G	334	4.7	At junction main intersection of twy and ramp. (Checkpoint unusable).
<b>Silver City</b> (Grant Co) .....	110.8/SVC	G	100	0.9	Twy entrance to Rwy 26 just west of approach end.
<b>Texico</b> (Clovis Muni).....	112.2/TXO	A/6000	240	12.7	Over rotating beacon on steel twr adjacent to terminal bldg.
<b>Truth or Consequences</b> (Truth or Consequences Muni) .....	112.7/TCS	G	155	3.2	On Twy A 2000' from AER 31.
<b>Tucumcari</b> (Tucumcari Muni) .....	113.6/TCC	G	258	0.5	100' in front of terminal on twy.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
<b>Albuquerque Intl. Sunport</b> .....	111.0	G	

# VOR RECEIVER CHECK UTAH

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## VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac.	Dist. from Fac.	Checkpoint Description
		AB/ALT	Mag.	N.M.	
<b>Cedar City</b> (Cedar City Rgnl).....	117.3/CDC	A/6500	177	4.7	Over apch end Rwy 20.
<b>Delta</b> (Delta Muni).....	116.1/DTA	A/6000	346	5.3	Over apch end of Rwy 17.
<b>Provo</b> (Provo Muni).....	108.4/PVU	G	180	0.4	Runup area Twy D.
	108.4/PVU	G	331	0.7	Runup area Twy B.
<b>Vernal</b> (Vernal Rgnl) .....	108.2/VEL	A/8000	021	6.5	Over towers on knoll.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
<b>Salt Lake City Intl</b> .....	111.0	G	

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
<b>ARIZONA</b>			
(c) <b>Buckeye Muni</b> .....	8 NM; 089° Buckeye .....	14,000	Daily SR—2 hours after SS. 2 NM radius.
(c) <b>Bullhead City, Eagle Airpark</b> ..	10 NM; 300° Needles.....	15,000	3 NM Daily 0645–1835
(c) <b>Casa Grande Muni</b> .....	9 NM; 041° Stanfield.....	12,000	2 NM Daily 0600–1700.
(c) <b>Coolidge Muni</b> .....	25 NM; 070° Stanfield.....	17,999	15 NM radius, daily. High altitude, full canopy, free fall, and low level combat parachute jumping. Large military transports in vicinity of arpt.
(c) <b>Cottonwood Arpt</b> .....	22.1 NM; 072° Drake .....	14,000	Continuous during daylight hrs.
(c) <b>Eloy Muni</b> .....	17 NM; 094° Stanfield.....	17,500	<b>Albuquerque Center 124.5</b> 4 NM radius. Daily SR—2 hours after SS (cfc UNICOM for PAJA advisories. Landing area ¼ mile E of rwy centerline).
(c) <b>Estrella Sailport</b> .....	17 NM; 300° Stanfield.....	14,000	1 NM radius. Daily SR—SS.
<b>Kingman Arpt</b> .....	25 NM; 334° Kingman .....	12,000	5 NM radius, daily SR—SS.
(c) <b>Laguna AAF/Yuma Proving Ground</b> .....	11.8 NM; 048° Bard .....	25,000	Continuous 24 hrs. 5 NM radius, Laguna AAF Control Zone.
(c) <b>Marana Rgnl</b> .....	25 NM; 308° Tucson .....	17,999	15 NM radius, Continuous. <b>Tucson Tower 125.1</b>
(c) <b>Marana, Pinal Airpark</b> .....	33 NM; 308° Tucson .....	25,000	15 NM radius, Continuous.
<b>CALIFORNIA</b>			
<b>Apple Valley Arpt</b> .....	10 NM; 073° Victorville.....	15,000	2 NM radius, daily SR—SS.
(c) <b>Brickland's Ranch</b> .....	12.5 NM; 339° Redding.....	3,900	3 NM radius, May 1 thru Nov 1 yearly.
(c) <b>Byron Arpt</b> .....	23 NM; 250° Manteca .....	15,000	Daily SR—SS
(c) <b>California City Muni Arpt</b> .....	30 NM; 348° Palmdale .....	17,500	Daily SR—SS.
(c) <b>Camarillo Arpt</b> .....	8.4 NM; 000° Ventura .....	14,000	2 NM radius, usually blo 10,000', SR—SS; Listen for 1-minute call on Camarillo Twr freq.
(c) <b>Cloverdale Muni Arpt</b> .....	18 NM; 316° Santa Rosa.....	12,500	1 NM radius, Mon–Sun 0800–2100.
(c) <b>Davis/Woodland/Winters, Yolo Co</b> .....	16.5 NM; 283° Sacramento .....	13,500	3 NM radius, daily SR—2300.
(c) <b>Fall River Mills Arpt</b> .....	34.4 NM; 63° Redding.....	8,700	2 NM radius, daily May 1–Nov 30.
(c) <b>Hemet/Diamond Valley</b> .....	12.5 NM; 107° Homeland .....	14,000	3 NM radius. Wed–Fri 0900–SS. Sat–Sun 0800–SS, other days and times by request.
(c) <b>Hollister Muni</b> .....	16.6 NM; 017° Salinas.....	17,999	1 NM. Daily, all hours. <b>Oakland Center 128.7</b>
(c) <b>Lake Elsinore, Skylark Fld</b> ....	10.5 NM; 198° Homeland .....	14,000	1 NM radius, 0800–SS daily
(c) <b>Lincoln Rgnl/Karl Harder Fld</b> ..	14.7 NM; 353° McClellan.....	15,000	Daily 0800–SR
(c) <b>Lodi Arpt</b> .....	15 NM; 285° Linden .....	15,000	Continuous 24 hrs. 1 NM radius. Other altitudes by notam.
<b>Lompoc Arpt</b> .....	20 NM; 277° Gaviota.....	15,000	4 NM radius, Thu–Mon SR—SS.
(c) <b>Lompoc</b> .....	14 NM; 284° Gaviota.....	17,999	1 NM radius, daily 1600–0400.

# PARACHUTE JUMPING AREAS

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LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) Los Alamitos AAF .....	At field.....	1,500 AGL	Weekends and occasional weekdays
(c) Madera Muni Arpt .....	15.2 NM; 277° Clovis.....	15,000	3 NM radius. Daily SR-1 hour after SS.
(c) Marina Muni .....	7.6 NM; 259° Salinas.....	12,500	SR-SS Sat and Sun
Murrieta, Bear Creek Arpt.....	13 NM; 178° Homeland .....	11,500	1 NM radius. Mon-Fri 0800-sunset, Sat-Sun 0630-sunset.
(c) Oro Loma, Eagle Fld .....	12 NM; 010° Panoche .....	12,500	2 NM radius, Fri-Sun.
Palm Springs .....	12 NM; 130° Palm Springs.....	14,000	1 NM radius. Daily sunrise to sunset.
(c) Paradise Skypark Arpt .....	12 NM; 097° Chico .....	14,500	Daily, 0800-SS.
(c) Perris Valley Arpt.....	1 NM; 220° Homeland .....	14,500	Daily SR-SS
(c) Salinas, Davis Road Drop Zone.....	6 NM; 235° Salinas.....	18,000	1 NM radius, Daily 0500-1900
(c) San Diego, Brown Fld Muni ...	2.3 NM 157° Poggi.....	14,000	2 NM radius. Mon-Fri 0800-1800.
(c) San Diego, Leon Drop Zone ..	11.5 NM; 192° Mission Bay .....	2,800	Continuous. 1NM radius. Altitudes above 2800-15000 MSL avbl upon request, (ctc SOCAL prior to entering Terminal Control Area).
(c) San Diego, Otay Reservoir ....	4.4 NM; 058° Poggi.....	5,800	1NM radius. Daily SR-SS.
(c) San Diego, South Bay .....	7 NM; 136° Mission Bay .....	2,800	Daily SR-SS. 1NM radius altitudes above 2800-3300 MSL avbl upon request, (ctc SOCAL prior to entering Terminal Control Area).
(c) San Diego, Trident .....	5 NM; 111° Poggi.....	15,000	Daily SR-SS. 1NM radius
Santa Maria .....	5 NM; 021° Guadalupe .....	12,500 AGL	0900-SS, Sat, Sun and holidays
(c) Santa Ynez .....	8 NM; 293° Gaviota.....	17,999	1 NM radius, daily 1600-0400.
(c) Slate Creek .....	30 NM; 323° Redding.....	5,500	3 NM radius. May 1 thru Nov 1 yearly.
(c) Taft Drop Zone .....	25.7 NM; 197° Shafter .....	13,000	1 NM radius. SR-SS, occasional night jumps by NOTAM.
(c) Taft-Kern Co Arpt .....	21 NM; 066° Fellows.....	13,000	2 NM radius. Daily SR-SS, occasional ngt jumps by NOTAM.
(c) Tres Pinos Drop Zone .....	16 NM; 045° Salinas.....	12,500	1 NM radius. Daily SR-SS.
(c) Twentynine Palms .....	12 NM; 265° Twentynine Palms .	12,500	1 NM radius, 0900-SS, Sat, Sun, and holidays.
(c) Watsonville Muni Arpt .....	24 NM; 304° Salinas.....	10,000	1 NM radius, daily 1800-0100.
(c) Wilton Drop Zone .....	17.5 NM; 080° Sacramento .....	1,500 AGL	Hvy equip, paratroopers.
<b>COLORADO</b>			
Boulder Muni .....	9 NM; 328° Jeffco .....	18,000	2 NM radius. Daylight hrs.
(c) Brush Muni .....	19.6 NM 277° Akron .....	17,700	2 NM radius, Daily 0800-SS.
(c) Calhan Arpt.....	17NM; 057° Black Forrest.....	17,500	2 NM radius, 1hr before SR- 1 hr after SS daily.
(c) Canon City, Fremont County Arpt .....	32.9 NM; 271° Pueblo.....	17,500	2 NM radius. Weekends 0600-2100.
(c) Colorado Springs, USAF Academy Airstrip .....	9 NM; 266° Black Forrest.....	17,500	Daily SR-SS occasionally til 2200.
(c) Fort Collins/Loveland Muni Arpt .....	19.5 NM; 248° Gill.....	17,500	3 NM Wed-Sun SR-1 hr after SS.
Greeley, Skydive the Farm .....	16 NM; 308° Gill.....	14,500	2 NM radius. Fri-Sun 0800-SS.
(c) Hugo, Kelly Drop Zone.....	10 NM; 254° Hugo .....	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.
(c) Longmont, Vance Brand Arpt	15 NM; 346° Jeffco.....	17,900	2 NM radius. Daily SR-2 hrs after SS.
(c) Trinidad, Pinon Drop Zone ....	28 NM; 279° Tobe .....	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.

## PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
<b>NEVADA</b>			
(c) <b>Boulder City Arpt.</b> .....	3 NM; 164° Boulder City .....	17,000	0.5 NM radius. Daily SR-SS.
(c) <b>El Dorado Jump Zone</b> .....	7 NM; 195° Boulder City .....	17,000	0.5 NM radius. Daily, SR-SS.
<b>Indian Springs AF Aux Arpt.</b> .....	38 NM; 304° Las Vegas .....	10,000	5 NM radius. Daily SR-SS.
(c) <b>Jean Drop Zone</b> .....	24.1 NM; 191° Las Vegas .....	15,000	1 NM radius. Daily SR-SS.
(c) <b>Mesquite Arpt.</b> .....	11.4 NM; 054° Mormon Mesa ...	17,500	2 NM radius. Continuous SR-SS.
(c) <b>Nellis AFB, Gunfighter Drop Zone</b> .....	12.7 NM; 25° Las Vegas .....	17,500 AGL	1.3 NM east of rwys. SR-SS Sat-Sun. Other times by NOTAM.
(c) <b>Pahrump</b> .....	49 NM; 126° Beatty .....	12,500	Tue-Sun SR-SS
<b>Reno/Stead Arpt</b> .....	15 NM; 292° Mustang .....	14,000	1.0 NM radius. Daily SR-SS.
(c) <b>Tonopah Arpt.</b> .....	10 NM; 270° Tonopah .....	10,000	1 NM radius. Daily SR-SS.
<b>NEW MEXICO</b>			
<b>Albuquerque</b> .....	6 NM; 050° Albuquerque .....	18,000	Weekends and holidays
	17 NM; 140° Albuquerque .....	17,000	SR-SS weekends.
(c) <b>Belen, Alexander Muni</b> .....	12 NM; 346° Socorro .....	16,000	1 NM radius. Daily SR-SS.
(c) <b>Santa Teresa, Dona Ana Co at Santa Teresa Arpt</b> .....	22 NM; 268° El Paso .....	13,000	1 NM radius. SR-SS Sat-Sun. S side of arpt.
<b>UTAH</b>			
(c) <b>Cedar Fort, Cedar Valley Arpt</b> .....	6.5 NM; 313° Fairfield .....	17,500	3 NM radius. Daily SR-2300.
<b>Goshen Wells, Cedar Valley</b> .....	4 NM; 270° Fairfield .....	10,000	0.25 NM radius. Occasional use
(c) <b>Hurricane, General Dick Stout Fld</b> .....	15 NM; 060° St George .....	15,000	1 NM radius. Daily SR-SS.
<b>Logan, Logan-Cache Arpt</b> .....	7.2 NM; 051° Brigham City .....	15,000	0.5 NM radius 0900-sunset. Weekends and Holidays.
(c) <b>Ogden-Hinckley</b> .....	5 NM; 085° Ogden .....	17,999	2 NM radius. Daily SR-SS. NE corner Ogden Arpt.
(c) <b>Bolinder Fld-Tooele Valley Arpt</b> .....	24 NM; 215° Wasatch .....	17,000	2 NM radius. Daily 1300-0600.

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The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

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**ALBUQUERQUE SECTIONAL****85th Edition, 6 May 2010****OBSTRUCTIONS****22 Oct 2009 – 8 Apr 2010** No Major Changes.**3 Jun 2010** Change obst from 7115' MSL (245' AGL) to 7240' MSL (306' AGL) UC, 35°29'06"N, 107°39'56"W.**AIRPORTS****3 Jun 2010** No Major Changes.**NAVAIDS****3 Jun 2010** No Major Changes.**AIRSPACE****22 Oct 2009 – 8 Apr 2010** No Major Changes.**3 Jun 2010** Revise DUMAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Moore County Airport and within 1.9 miles each side of the 023° bearing from the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport, and within 4 miles each side of the 203° bearing from the airport extending from the 6.8-mile radius to 11.2 miles southwest of the airport.**SPECIAL USE AIRSPACE****3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****3 Jun 2010** No Major Changes.**MISCELLANEOUS****3 Jun 2010** No Major Changes.

## CHEYENNE SECTIONAL

### 81st Edition, 14 Jan 2010

**OBSTRUCTIONS**

**11 Feb 2010** Add obst 4844' MSL (350' AGL) UC, 40°21'23"N, 104°08'48"W.  
Add obst 6184' MSL (390' AGL) UC, 43°02'26"N, 105°58'50"W.

**8 Apr 2010** Add obst 5024' MSL (367' AGL) UC, 44°11'51"N, 106°16'13"W.

Add windmill farm. 7643' UC is highest MSL, 41°39'33"N, 106°03'26"W.

Add windmill farm. 6269' UC is highest MSL, 43°01'45"N, 106°00'03"W.

Add obst 4749' MSL (500' AGL) UC, 44°23'17"N, 105°27'34"W.

Add obst 2485' MSL (306' AGL) UC, 44°02'17"N, 101°41'15"W.

Add obst 7189' MSL (270' AGL) UC, 41°40'47"N, 107°03'49"W.

Add obst 5832' MSL (300' AGL) UC, 43°18'20"N, 107°41'37"W.

Add obst 8603' MSL (270' AGL) UC, 41°31'41"N, 107°22'18"W.

Add obst 5591' MSL (389' AGL) UC, 42°53'04"N, 106°13'59"W.

Add obst 7062' MSL (407' AGL) UC, 41°08'21"N, 105°01'30"W.

Add obst 4489' MSL (350' AGL) UC, 41°31'40"N, 103°13'48"W.

**3 Jun 2010** Add obst 4652' MSL (499' AGL) UC, 41°54'28"N, 103°28'36"W.

Add obst 4015' MSL (488' AGL) UC, 43°36'43"N, 103°17'58"W.

Add obst 3515' MSL (308' AGL) UC, 43°13'23"N, 102°29'01"W.

Add obst 3258' MSL (306' AGL) UC, 44°06'38"N, 102°49'13"W.

Add obst 6044' MSL (1190' AGL), 40°02'01"N, 103°56'19"W.

**AIRPORTS**

**11 Feb 2010** No Major Changes.

**8 Apr 2010** Change CTAF 122.9 to 122.8 at SOUTH BIG HORN CO arpt, 44°31'01"N, 108°04'58"W.

**3 Jun 2010** Change CTAF 122.8 to 122.9 at SOUTH BIG HORN CO arpt, 44°31'01"N, 108°04'58"W.

**NAVAIDS**

**11 Feb 2010 – 8 Apr 2010** No Major Changes.

**3 Jun 2010** Delete SINCLAIR NDB, 41°48'07"N, 107°05'32"W.

**AIRSPACE**

**11 Feb 2010** Revise RIVERTON, WY Class E: That airspace extending upward from 700 feet above the surface within an 8.7-mile radius of the Riverton Regional Airport and within 4 miles each side of the Riverton VOR/DME 291° radial extending from the 8.7-mile radius to 16.6 miles west of the VOR/DME, and within 3.1 miles each side of the Riverton VOR/DME 123° radial extending from the 8.7-mile radius to 10.5 miles southeast of the VOR/DME; that airspace extending upward from 1200 feet above the surface within a 21.8-mile radius of the Riverton VOR/DME within 8.7 miles east and 6.1 miles west of the Riverton VOR/DME 016° radial extending from the 21.8-mile radius to 33.1 miles north of the VOR/DME, and within 6.1 miles northeast and 12.7 miles southwest of the Riverton VOR/DME 301° radial extending from the 21.8-mile radius to 32.2 miles northwest of the VOR/DME, on the east within an area bounded by a point beginning at 42°56'30"N, 107°59'45"W; to 42°54'53"N, 107°44'31"W; to 42°42'35"N, 107°53'00"W; to 42°49'00"N, 108°06'00"W; thence to the point of beginning.

**8 Apr 2010** No Major Changes.

**3 Jun 2010** Revise RAWLINS, WY Class E: That airspace extending upward from 700 feet above the surface within a 7.9-mile radius of the Rawlins Municipal/Harvey Field Airport, and within 4.3 miles each side of the 090° bearing from the Rawlins Municipal/Harvey Field Airport extending from the Airport to 15 miles east; that airspace extending upward from 1,200 feet above the surface beginning at lat. 41°30'20"N, long. 107°59'26"W.; to lat. 41°51'51"N, long. 108°04'00"W.; lat. 41°55'28"N, long. 107°32'00"W.; to lat. 42°20'33"N, long. 107°07'43"W.; to lat. 42°02'42"N, long. 106°33'00"W.; to lat. 41°52'00"N, long. 106°42'00"W.; to lat. 41°45'00"N, long. 106°41'00". Add changes listed hereon W.; to lat. 41°28'21"N, long. 106°37'13"W.; to lat. 41°36'20"N, long. 107°08'23"W.; to the point of the beginning.

**SPECIAL USE AIRSPACE**

**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**

**11 Feb 2010 – 8 Apr 2010** No Major Changes.

**3 Jun 2010** Change MEF 4<sup>8</sup> to 4<sup>9</sup> in quadrant 41°00'00"N, 103°00'00"W.

Change MEF 5<sup>4</sup> to 6<sup>2</sup> in quadrant 40°00'00"N, 104°00'00"W.

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**DENVER SECTIONAL**  
**82nd Edition, 14 Jan 2010****OBSTRUCTIONS****11 Feb 2010** Add obst 6957' MSL (260' AGL) UC, 35°44'25"N, 109°26'49"W.

Add obst 5570' MSL (350' AGL) UC, 39°53'07"N, 104°28'50"W.

Add obst 5430' MSL (350' AGL) UC, 39°50'33"N, 103°53'05"W.

Add obst 5441' MSL (350' AGL) UC, 39°54'44"N, 104°14'34"W.

**8 Apr 2010** No Major Changes.**3 Jun 2010** Add obst 6044' MSL (1190' AGL), 40°02'01"N, 103°56'19"W.**AIRPORTS****11 Feb 2010 – 8 Apr 2010** No Major Changes.**3 Jun 2010** Delete NEEDLES OUTPOST arpt, 38°10'33"N, 109°44'38"W.**NAVAIDS****11 Feb 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****11 Feb 2010** No Major Changes.**8 Apr 2010** Revise GRAND JUNCTION, CO Class E5. That airspace extending upward from 700 feet above the surface within 7 miles northwest and 4.3 miles southeast of the Grand Junction VORTAC 247° and 067° radials extending from 11.4 miles southwest to 12.3 miles northeast of the VORTAC, and within 1.8 miles south and 9.2 miles north of the Grand Junction VORTAC 110° radial extending from the VORTAC to 19.2 miles southeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 30.5-mile radius of the Grand Junction VORTAC, within 6.5 miles each side of the Grand Junction VORTAC 099° radial extending from the 30.5-mile radius to 58 miles east of the VORTAC, and within 4.3 miles each side of the Grand Junction VORTAC 166° radial extending from the 30.5-mile radius to 33.1 miles south of the VORTAC, and within 4.3 miles northeast and 4.9 miles southwest of the Grand Junction ILS localizer northwest course extending from the 30.5-mile radius to the intersection of the localizer northwest course and the Grand Junction VORTAC 318° radial.**3 Jun 2010** Add GUNNISON, CO Class E: That airspace within a 4.5-mile radius of the Gunnison-Crested Butte Regional Airport. Revise GUNNISON, CO Class E: That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at 38°10'00"N, 107°10'00"W; to 38°21'25"N, 107°25'00"W; to 38°24'30"N, 107°21'00"W; to 38°33'30"N, 107°20'00"W; to 38°21'25"N, 107°12'30"W; to 38°44'00"N, 106°58'00"W; to 38°34'00"N, 106°40'00"W; thence to the point of beginning; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at 37°59'30"N, 107°16'00"W; to 38°17'45"N, 107°39'00"W; to 38°51'00"N, 107°00'10"W; to 38°16'40"N, 106°08'00"W; to 38°09'00"N, 106°16'00"W; to 38°18'30"N, 106°47'00"W; thence to the point of beginning. Add RIFLE, CO Class E: That airspace within a 4.1-mile radius of Garfield County Regional Airport, and within 1 mile each side of the 093° bearing extending from the 4.1-mile radius to 5.5 miles east of the Garfield County Regional Airport.**SPECIAL USE AIRSPACE****11 Feb 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****11 Feb 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****11 Feb 2010 – 8 Apr 2010** No Major Changes.**3 Jun 2010** Change MEF 5° to 6° in quadrant 40°00'-40°30'N, 103°30'-104°00'W.

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**DENVER/COLORADO SPRINGS TERMINAL AREA CHART****73rd Edition, 14 Jan 2010****OBSTRUCTIONS****11 Feb 2010** Add obst 4492' MSL (350' AGL) UC, 38°07'04"N, 103°31'00"W.

Add obst 4844' MSL (350' AGL) UC, 40°21'23"N, 104°08'48"W.

Add obst 5570' MSL (350' AGL) UC, 39°53'07"N, 104°28'50"W.

Add obst 5430' MSL (350' AGL) UC, 39°50'33"N, 103°53'05"W.

Add obst 5441' MSL (350' AGL) UC, 39°54'44"N, 104°14'34"W.

**8 Apr 2010** No Major Changes.**3 Jun 2010** Add obst 6044' MSL (1190' AGL), 40°02'01"N, 103°56'19"W.**AIRPORTS****11 Feb 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****11 Feb 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****11 Feb 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****11 Feb 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****11 Feb 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****11 Feb 2010 – 8 Apr 2010** No Major Changes.**3 Jun 2010** Change MEF 5<sup>4</sup> to 6<sup>2</sup> in quadrant 40°00'–40°15'N, 103°45'–104°00'W.

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**EL PASO SECTIONAL****84th Edition, 11 Feb 2010****OBSTRUCTIONS****11 Feb 2010 – 3 Jun 2010** No Major Changes.**AIRPORTS****11 Feb 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****11 Feb 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****11 Feb 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****11 Feb 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****11 Feb 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****11 Feb 2010 – 3 Jun 2010** No Major Changes.

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**GRAND CANYON VFR AERONAUTICAL CHART**  
**3rd Edition, 19 Apr 2001****OBSTRUCTIONS****17 May 2001 – 3 Jun 2010** No Major Changes.**AIRPORTS****17 May 2001 – 10 May 2007** No Major Changes.**5 Jul 2007** Delete TASSI arpt, 36°15'09"N, 113°57'54"W.

Delete THE RANCH arpt, 36°00'37"N, 112°17'30"W.

**30 Aug 2007 – 3 Jun 2010** No Major Changes.**NAVAIDS****17 May 2001 – 3 Jun 2010** No Major Changes.**AIRSPACE****17 May 2001 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****17 May 2001 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****17 May 2001 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****17 May 2001** Blue Direct North (BDN) west bound route, add 10,500 with a westbound arrow above the 8,500 figure just west of Supai/Diamond Creek Sector boundary.**12 Jul 2001 – 3 Jun 2010** No Major Changes.

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**KLAMATH FALLS SECTIONAL****82nd Edition, 8 Apr 2010****OBSTRUCTIONS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRPORTS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****8 Apr 2010** No Major Changes.**3 Jun 2010** Add BATTLE MOUNTAIN, NV Class E: Within a 4.2-mile radius of Battle Mountain Airport, and within 1.4 miles each side of the 218° bearing extending from the 4.2-mile radius to 7.4 miles southwest of the Battle Mountain Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.**SPECIAL USE AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 3 Jun 2010** No Major Changes.

**LAS VEGAS SECTIONAL**  
**83rd Edition, 11 Mar 2010****OBSTRUCTIONS****8 Apr 2010** No Major Changes.**3 Jun 2010** Add windmill farm, 5710' is highest MSL, 38°32'11"N, 112°53'31"W.

Add obst 2635' MSL (204' AGL), 36°31'10"N, 116°11'02"W.

**AIRPORTS****8 Apr 2010** Change CTAF 122.8 to 123.05 at STOUT arpt, 37°08'20"N, 113°18'23"W.**3 Jun 2010** No Major Changes.**NAVAIDS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 3 Jun 2010** No Major Changes.

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**LAS VEGAS TERMINAL AREA CHART**  
**72nd Edition, 11 Mar 2010****OBSTRUCTIONS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRPORTS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 3 Jun 2010** No Major Changes.

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## LOS ANGELES HELICOPTER ROUTE CHART

### 8th Edition, 22 Dec 2005

**OBSTRUCTIONS**

**22 Dec 2005 – 13 Apr 2006** No Major Changes.  
**8 Jun 2006** Add group obst 405' MSL (390' AGL) UC, 33°43'39"N, 118°14'19"W.  
**3 Aug 2006 – 15 Jan 2009** No Major Changes.  
**12 Mar 2009** Add obst 421' MSL (348' AGL), 33°53'39"N, 118°13'31"W.  
**7 May 2009 – 3 Jun 2010** No Major Changes.

**AIRPORTS**

**22 Dec 2005 – 3 Aug 2006** No Major Changes.  
**28 Sep 2006** Delete METHODIST heliport, 34°08'00"N, 118°02'33"W.  
Delete SAN PEDRO PENINSULA heliport, 33°44'19"N, 118°18'38"W.  
**23 Nov 2006 – 30 Aug 2007** No Major Changes.  
**25 Oct 2007** Delete ANAHEIM POLICE heliport, 33°49'35"N, 117°54'05"W.  
**20 Dec 2007 – 20 Nov 2008** No Major Changes.  
**15 Jan 2009** Add SAN BERNARDINO INTL ATCT 119.45, 34°05'43"N, 117°14'06"W.  
EL TORO MCAS arpt abandoned, 33°40'34"N, 117°43'52"W.  
Change CTAF freq 122.975 to 119.45 at SAN BERNARDINO INTL arpt, 34°05'43"N, 117°14'06"W.  
**12 Mar 2009 – 17 Dec 2009** No Major Changes.  
**11 Feb 2010** Delete LAKE MATHEWS arpt, 33°51'11"N, 117°25'26"W.  
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**NAVAIDS**

**22 Dec 2005 – 15 Jan 2009** No Major Changes.  
**12 Mar 2009** Change RIVERSIDE VOR position from 33°57'07"N, 117°26'57"W to 33°57'19"N, 117°26'59"W, and magnetic variation from 15E to 14E.  
**7 May 2009 – 3 Jun 2010** No Major Changes.

**AIRSPACE**

**22 Dec 2005 – 25 Sep 2008** No Major Changes.  
**20 Nov 2008** Add SAN BERNARDINO, CA Class D: That airspace extending upward from the surface to and including 3200 feet MSL beginning at 34°08'09"N, 117°18'40"W; to 34°08'09"N, 117°11'13"W; to 34°07'42"N, 117°10'26"W; to 34°02'24"N, 117°10'26"W; thence via the 4.5 nautical mile radius of the San Bernardino Airport clockwise to the point of beginning. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.  
**15 Jan 2009 – 2 Jul 2009** No Major Changes.  
**27 Aug 2009** Change SANTA ANA Class C freq from 380.2 to 279.575  
**22 Oct 2009** No Major Changes.  
**17 Dec 2009** Change ONTARIO INTL ATCT freq. from 385.6 to 360.775, 34°03'22"N, 117°36'04"W.  
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**22 Dec 2005 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Dec 2005 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**

**22 Dec 2005 – 8 Jun 2006** No Major Changes.  
**3 Aug 2006** Change MEF 0° to 0° in quadrant 33°30'–33°45'N, 118°00'–118°15'W.  
**28 Sep 2006 – 3 Jun 2010** No Major Changes.

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**LOS ANGELES SECTIONAL**  
**86th Edition, 17 DEC 2009****OBSTRUCTIONS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**AIRPORTS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**NAVAIDS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**AIRSPACE****17 Dec 2009** No Major Changes.**11 Feb 2010** Change CAMP PENDLETON MCAS (MUNN) ATCT freq. from 382.2 to 340.2, 33°18'04"N, 117°21'18"W.**8 Apr 2010** No Major Changes.**3 Jun 2010** Revise OXNARD, CA Class E: That airspace extending upward from 700 feet above the surface beginning at lat. 34°01'56"N., long. 119°01'44"W.; to lat. 34°02'30"N., long. 118°53'33"W.; to lat. 34°19'30"N., long. 118°53'03"W.; to lat. 34°19'30"N., long. 119°29'53"W.; thence 3 miles west of and parallel to the shoreline to lat. 34°14'50"N., long. 119°22'03"W.; to lat. 34°14'45"N., long. 119°23'33"W.; to lat. 34°06'55"N., long. 119°22'33"W.; to lat. 34°07'41"N., long. 119°15'40"W., thence via a 7-mile radius of Point Mugu NAS to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34°30'00"N., long. 118°50'03"W.; to lat. 34°00'00"N., long. 118°50'03"W.; to lat. 34°00'00"N., long. 119°05'00"W.; to lat. 33°52'03"N., long. 119°06'59"W.; to lat. 33°28'30"N., long. 119°07'03"W.; to lat. 33°28'30"N., long. 118°47'00"W.; to lat. 33°19'30"N., long. 118°37'03"W.; to lat. 32°53'00"N., long. 119°13'00"W.; to lat. 33°05'00"N., long. 119°45'07"W.; to lat. 33°53'00"N., long. 120°38'00"W.; lat. 33°54'00"N., long. 120°00'03"W.; to lat. 34°20'00"N., long. 120°00'04"W.; to lat. 34°20'00"N., long. 119°30'03"W.; to lat. 34°30'00"N., long. 119°30'03"W., thence to the point of beginning, excluding that airspace more than 12 nautical miles from the shoreline. That airspace extending upward from 5,000 feet MSL bounded by a line beginning at lat. 34°08'00"N., long. 120°00'03"W.; to lat. 33°54'00"N., long. 120°00'03"W.; to lat. 33°53'00"N., long. 120°38'00"W.; to lat. 33°55'00"N., long. 120°40'00"W.; lat. 34°00'00"N., long. 120°43'00"W.; to lat. 34°06'15"N., long. 120°30'04"W.; to lat. 34°08'00"N., long. 120°26'04"W., thence to the point of beginning, excluding that airspace more than 12 nautical miles from the shoreline.**SPECIAL USE AIRSPACE****17 Dec 2009 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****17 Dec 2009 – 3 Jun 2010** No Major Changes.



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**LOS ANGELES TERMINAL AREA CHART****60th Edition, 17 Dec 2009****OBSTRUCTIONS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**AIRPORTS****17 Dec 2009** No Major Changes.**11 Feb 2010** Delete LAKE MATHEWS arpt, 33°51'11"N, 117°25'26"W.**8 Apr 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**AIRSPACE****17 Dec 2009 – 8 Apr 2010** No Major Changes.

**3 Jun 2010** Revise OXNARD, CA Class E: That airspace extending upward from 700 feet above the surface beginning at lat. 34°01'56"N., long. 119°01'44"W.; to lat. 34°02'30"N., long. 118°53'33"W.; to lat. 34°19'30"N., long. 118°53'03"W.; to lat. 34°19'30"N., long. 119°29'53"W.; thence 3 miles west of and parallel to the shoreline to lat. 34°14'50"N., long. 119°22'03"W.; to lat. 34°14'45"N., long. 119°23'33"W.; to lat. 34°06'55"N., long. 119°22'33"W.; to lat. 34°07'41"N., long. 119°15'40"W., thence via a 7-mile radius of Point Mugu NAS to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34°30'00"N., long. 118°50'03"W.; to lat. 34°00'00"N., long. 118°50'03"W.; to lat. 34°00'00"N., long. 119°05'00"W.; to lat. 33°52'03"N., long. 119°06'59"W.; to lat. 33°28'30"N., long. 119°07'03"W.; to lat. 33°28'30"N., long. 118°47'00"W.; to lat. 33°19'30"N., long. 118°37'03"W.; to lat. 32°53'00"N., long. 119°13'00"W.; to lat. 33°05'00"N., long. 119°45'07"W.; to lat. 33°53'00"N., long. 120°38'00"W.; lat. 33°54'00"N., long. 120°00'03"W.; to lat. 34°20'00"N., long. 120°00'04"W.; to lat. 34°20'00"N., long. 119°30'03"W.; to lat. 34°30'00"N., long. 119°30'03"W., thence to the point of beginning, excluding that airspace more than 12 nautical miles from the shoreline. That airspace extending upward from 5,000 feet MSL bounded by a line beginning at lat. 34°08'00"N., long. 120°00'03"W.; to lat. 33°54'00"N., long. 120°00'03"W.; to lat. 33°53'00"N., long. 120°38'00"W.; to lat. 33°55'00"N., long. 120°40'00"W.; lat. 34°00'00"N., long. 120°43'00"W.; to lat. 34°06'15"N., long. 120°30'04"W.; to lat. 34°08'00"N., long. 120°26'04"W., thence to the point of beginning, excluding that airspace more than 12 nautical miles from the shoreline.

**SPECIAL USE AIRSPACE****17 Dec 2009 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****17 Dec 2009 – 3 Jun 2010** No Major Changes.

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**PHOENIX SECTIONAL****83rd Edition, 6 May 2010****OBSTRUCTIONS****3 Jun 2010** No Major Changes.**AIRPORTS****3 Jun 2010** No Major Changes.**NAVAIDS****3 Jun 2010** No Major Changes.**AIRSPACE****3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****3 Jun 2010** No Major Changes.**MISCELLANEOUS****3 Jun 2010** No Major Changes.

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**PHOENIX TERMINAL AREA CHART**  
**42nd Edition, 6 May 2010**

**OBSTRUCTIONS**

**3 Jun 2010** No Major Changes.

**AIRPORTS**

**3 Jun 2010** No Major Changes.

**NAVAIDS**

**3 Jun 2010** No Major Changes.

**AIRSPACE**

**3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**

**3 Jun 2010** No Major Changes.

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**SALT LAKE CITY HELICOPTER ROUTE CHART**  
**3rd Edition, 26 Oct 2006**

**OBSTRUCTIONS**

**23 Nov 2006 – 3 Jun 2010** No Major Changes.

**AIRPORTS**

**23 Nov 2006 – 10 Apr 2008** No Major Changes.

**5 Jun 2008** Delete PAYNE arpt, 41°05'54"N, 112°06'56"W.

Delete WARD heli, 40°35'59"N, 111°48'03"W.

**31 Jul 2008 – 25 Sep 2008** No Major Changes.

**20 Nov 2008** Delete CHANNEL 4 heli, 40°43'57"N, 111°57'20"W.

**15 Jan 2009 – 3 Jun 2010** No Major Changes.

**NAVAIDS**

**23 Nov 2006 – 3 Jun 2010** No Major Changes.

**AIRSPACE**

**23 Nov 2006 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**23 Nov 2006 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**23 Nov 2006 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**

**23 Nov 2006 – 3 Jun 2010** No Major Changes.

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**SALT LAKE CITY SECTIONAL**  
**83rd Edition, 8 Apr 2010****OBSTRUCTIONS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRPORTS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****8 Apr 2010** No Major Changes.**3 Jun 2010** Delete ARCO NDB, 43°35'57"N, 113°20'32"W.

Delete LOGAN VOR-DME, 41°50'39"N, 111°51'55"W.

**AIRSPACE****8 Apr 2010** No Major Changes.**3 Jun 2010** Add BATTLE MOUNTAIN, NV Class E: Within a 4.2-mile radius of Battle Mountain Airport, and within 1.4 miles each side of the 218° bearing extending from the 4.2-mile radius to 7.4 miles southwest of the Battle Mountain Airport.

This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

**SPECIAL USE AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 3 Jun 2010** No Major Changes.

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**SALT LAKE CITY TERMINAL AREA CHART**  
**42nd Edition, 8 Apr 2010****OBSTRUCTIONS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRPORTS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 3 Jun 2010** No Major Changes.

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**SAN DIEGO TERMINAL AREA CHART**  
**59th Edition, 17 Dec 2009****OBSTRUCTIONS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**AIRPORTS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**NAVAIDS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**AIRSPACE****17 Dec 2009** No Major Changes.**11 Feb 2010** Change CAMP PENDLETON MCAS (MUNN) ATCT freq. from 382.2 to 340.2, 33°18'04"N, 117°21'18"W.**8 Apr 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****17 Dec 2009 – 3 Jun 2010** No Major Changes.

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**SAN FRANCISCO SECTIONAL**  
**84th Edition, 11 Mar 2010****OBSTRUCTIONS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRPORTS****8 Apr 2010** No Major Changes.**3 Jun 2010** Change CTAF 341.35 to 122.9 at MCMWTC heli, 38°21'20"N, 119°31'08"W.**NAVAIDS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 3 Jun 2010** No Major Changes.

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**SAN FRANCISCO TERMINAL AREA CHART**  
**76th Edition, 11 Mar 2010****OBSTRUCTIONS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRPORTS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**NAVAIDS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 3 Jun 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 3 Jun 2010** No Major Changes.

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**WICHITA SECTIONAL**  
**84th Edition, 14 Jan 2010****OBSTRUCTIONS****11 Feb 2010** Add obst 1665' MSL (349' AGL) UC, 36°21'39"N, 98°33'03"W.

Add obst 4492' MSL (350' AGL) UC, 38°07'04"N, 103°31'00"W.

Add obst 5430' MSL (350' AGL) UC, 39°50'33"N, 103°53'05"W.

**8 Apr 2010** Add obst 1729' MSL (349' AGL) UC, 36°24'58"N, 98°44'43"W.

Add obst 2487' MSL (730' AGL) UC, 37°24'09"N, 98°34'52"W.

Add obst 3688' MSL (270' AGL) UC, 38°31'06"N, 101°29'49"W.

Add obst 1755' MSL (349' AGL) UC, 36°32'58"N, 98°15'31"W.

Add obst 2753' MSL (295' AGL) UC, 36°08'18"N, 99°32'31"W.

**3 Jun 2010** Add obst 4417' MSL (270' AGL) UC, 39°01'16"N, 102°09'24"W.

Add obst 2471' MSL (260' AGL) UC, 39°37'34"N, 99°51'06"W.

Add obst 2640' MSL (260' AGL) UC, 38°51'19"N, 99°54'41"W.

Add obst 2096' MSL (315' AGL) UC, 36°47'58"N, 99°21'52"W.

Add obst 6044' MSL (1190' AGL) UC, 40°02'01"N, 103°56'19"W.

**AIRPORTS****11 Feb 2010** Add RP 8 and RP 26 to MC PHERSON arpt, 38°21'08"N, 97°41'28"W.**8 Apr 2010** Change RP 8 to RP 18 at MC PHERSON arpt, 38°21'08"N, 97°41'28"W.**3 Jun 2010** No Major Changes.**NAVAIDS****11 Feb 2010 – 8 Apr 2010** No Major Changes.**3 Jun 2010** Change GAGE VOR to MITBEE VOR, 36°20'37"N, 99°52'48"W.

Change GAGE VOR IDENT from GAG to MMB, 36°20'37"N, 99°52'48"W.

**AIRSPACE****11 Feb 2010 – 3 Jun 2010** No Major Changes.**SPECIAL USE AIRSPACE****11 Feb 2010 – 3 Jun 2010** No Major Changes.**MILITARY TRAINING ROUTES****11 Feb 2010 – 8 Apr 2010** No Major Changes.**3 Jun 2010** IR409 Revised.**MISCELLANEOUS****11 Feb 2010 – 8 Apr 2010** No Major Changes.**3 Jun 2010** Change MEF 5<sup>4</sup> to 6<sup>2</sup> in quadrant 40°00'-40°30'N, 103°30'-104°00'W.

## SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

## UNITED STATES

FACILITY NAME	CHART & PANEL
<b>Frankfort, IL (LL40)</b>	L-28H
Chicago App/Dep Con 133.1 285.6	
<b>Glasgow Industrial, MT (Ø7MT)</b>	H-1E, 2F, L-13D
Salt Lake Center App/Dep Con 126.85 305.2	
<b>USAF Academy Bullseye Aux Airstrip, CO (C09Ø)</b>	L-10F
ASOS 118.325	
<b>West Kentucky Airpark, KY (5KY3)</b>	L-16I
Memphis Center App/Dep Con 133.65 292.15	
<b>William P Gwinn, FL (Ø6FA)</b>	H-8I, L-23C
Gwinn Tower 120.4 279.25 (Mon-Fri 1300-2100Z‡)	
Gnd Con 121.65 279.25	

## CANADA

FACILITY NAME	CHART & PANEL
<b>Abbotsford, BC (CYXX)</b>	H-1B, L-12F
ATIS 119.8 (1500-Ø700Z‡)	
Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8	
Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-Ø700Z‡) Gnd Con 121.8	
MF 119.4 295.0 (Ø700-1500Z‡) (Shape irregular to 4500')	
<b>Amos/Magny, QC (CYEY)</b>	H-11B
Montreal Center App/Dep Con 125.9	
<b>Atikokan Muni, ON (CYIB)</b>	L-14I
MF 122.3 (5 NM to 4500' No ground station)	
<b>Barrie-Orillia (Lake Simcoe Rgnl), ON (CYLS)</b>	H-11B, L-31D
AWOS 122.55 (Pvt)	
Toronto Center App/Dep Con 124.025	
<b>Bar River, ON (CPF2)</b>	L-31C
Toronto Center App/Dep Con 132.65	
<b>Bathurst, NB (CZBF)</b>	L-32J
Moncton Center App/Dep Con 134.25	
<b>Boundary Bay, BC (CZBB)</b>	H-1B, L-1E
ATIS 125.5 (1500-Ø700Z‡)	
Vancouver App/Dep Con 132.3 363.8	
Tower 118.1 (Inner) 127.6 (Outer) (1500-Ø700Z‡) Gnd Con 124.3	
MF 118.1 (Ø700-1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500'.)	
<b>Brampton, ON (CNC3)</b>	L-31D
Toronto Trml App/Dep Con 119.3 253.1	
<b>Brandon Muni, MB (CYBR)</b>	H-2H
Winnipeg Center App/Dep Con 132.25 285.4	
MF 122.1 (5 NM to 4000')	
<b>Brantford, ON (CYFD)</b>	L-31D
Toronto Trml App/Dep Con 128.27	
<b>Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3)</b>	L-32G
Montreal Center App/Dep Con 134.675	
<b>Bromont, QC (CZBM)</b>	L-32G
Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	
<b>Burlington Airpark, ON (CZBA)</b>	L-31D
Toronto Center App/Dep Con 119.3 253.1	
<b>Castlegar/West Kootenay Rgnl, BC (CYCG)</b>	H-1C
Vancouver Center App/Dep Con 134.2 227.3	
MF 122.1 (5 NM to 6500')	
<b>Centralia/James T. Fld Muni, ON (CYCE)</b>	H-10G, 11B, L-31D
Toronto Center App/Dep Con 135.30	
<b>Charlottetown, PE (CYYG)</b>	H-11E, L-32J
Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	
<b>Chatham-Kent, ON (CNZ3)</b>	H-10G, L-30G
Cleveland Center App/Dep Con 132.25	

FACILITY NAME	CHART & PANEL
<b>Collingwood, ON (CNY3)</b> Toronto Center App/Dep Con 124.02	H-11B, L-31D
<b>Cornwall Rgnl, ON (CYCC)</b> Boston Center App/Dep Con 135.25 377.1	L-32G
<b>Cranbrook/Canadian Rockies Intl, BC (CYXC)</b> Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
<b>Debert, NS (CCQ3)</b> Halifax Trml App/Dep Con 119.2	H-11E, L-32J
<b>Digby, NS (CYID)</b> Moncton Center App/Dep Con 123.9	L-32J
<b>Downsview, ON (CYZD)</b> Toronto Center App/Dep Con 133.4 MF 126.2 (1300-2300Z†, 3 NM to 1700')	H-11B, L-31E
<b>Drummondville, QC (CSC3)</b> Montreal Center App/Dep Con 132.35	L-32H
<b>Earlton (Timiskaming Rgnl), ON (CYXR)</b> MF 122.0 (5 NM to 3800') AWOS 128.6	H-11B
<b>Elliot Lake Muni, ON (CYEL)</b> Toronto Center App/Dep Con 135.4	L-31C
<b>Fort Frances Muni, ON (CYAG)</b> Minneapolis Center App/Dep Con 120.9	L-14H
<b>Fredericton Intl, NB (CYFC)</b> ATIS 127.55 (1045-0245Z†, OT AWOS) Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1045-0245Z†) Gnd Con 121.7 (1045-0245Z†) MF 119.0 (0245-1045Z†, 5 NM to 3500')	H-11E, L-32I
<b>Goderich, ON (CYGD)</b> Toronto Center App/Dep 135.3 266.3	H-11B, L-31D
<b>Greenwood, NS (CYZX)</b> ATIS 128.85 244.3 (1100-0000Z†) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clnc Del 128.025 283.9	H-11E, L-32J
<b>Grimsby Air Park, ON (CNZ8)</b> Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
<b>Halifax/Shearwater, NS (CYAW)</b> ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
<b>Halifax/Stanfield Intl, NS (CYHZ)</b> ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clnc Del 123.95 Apron Advisory 122.125	H-11E, L-32J
<b>Hamilton, ON (CYHM)</b> ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
<b>Kingston, ON (CYGK)</b> Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z†) MF 122.5 (1115-0400Z† 5 NM to 3300')	H-11C, L-31E, 32F
<b>Kitchener/Waterloo, ON (CYKF)</b> ATIS 125.1 (1200-0400Z†) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z†) Gnd Con 121.8 MF 126.0 (0400-1200Z† 5 NM to 4000')	H-11B, L-31D
<b>Lachute, QC (CSE4)</b> Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L-32G
<b>La Tuque, QC (CYLQ)</b> Montreal Center App/Dep Con 134.5	H-11C
<b>Langley, BC (CYNJ)</b> ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E

FACILITY NAME	CHART & PANEL
<b>Leamington, ON</b> (CLM2) Cleveland Center App/Dep Con 132.45	L-30F
<b>Lethbridge, AB</b> (CYQL) ATIS 124.4 (1300-0545Z†) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
<b>Lindsay, ON</b> (CNF4) Toronto Center App/Dep 134.25	L-31E, L-32F
<b>Liverpool/South Shore Rgnl, NS</b> (CYAU) Moncton Center App/Dep Con 123.9	L-32J
<b>London, ON</b> (CYXU) ATIS 127.8 (1120-0345Z†) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z†) Gnd Con 121.9 MF 119.4 (0345-1120Z† 5 NM to 3000')	H-10G, 11B, L-30G, 31D
<b>Manitowaning/Manitoulin East Muni, ON</b> (CYEM) Toronto Center App/Dep 135.4 260.9	L-31C
<b>Maniwaki, QC</b> (CYMW) Montreal Center App/Dep Con 126.57	L-32G
<b>Mascouche, QC</b> (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche arpt.)	L-32G
<b>Medicine Hat, AB</b> (CYXH) AWOS 124.875 (0345-1245Z†) MF 122.2 (1245-0345Z† 5 NM to 5400')	H-1D
<b>Midland/Huron, ON</b> (CYEE) Toronto Center App/Dep 124.025	L-31D
<b>Miramichi, NB</b> (CYCH) Moncton Center App/Dep Con 123.7	H-11E, L-32J
<b>Moncton/Greater Moncton Intl, NB</b> (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
<b>Mont-Laurier, QC</b> (CSD4) Montreal Center App/Dep Con 126.57	L-32G
<b>Montreal Intl (Mirabel), QC</b> (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 268.3 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15	H-11C, 12K, L-32G
<b>Montreal/Pierre Elliott Trudeau Intl, QC</b> (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 268.3 (W-NW-NE) VFR Advisory 134.15	H-11C, 12K, L-32G
<b>Montreal/St-Hubert, QC</b> (CYHU) ATIS 124.9 (Apr-Oct 1045-0500Z†, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z†, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z†, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15	H-11C, L-32G
<b>Muskoka, ON</b> (CYQA) AWOS 124.575 MF 122.3 (5 NM to 3900')	H-11B, L-31D
<b>Nanaimo, BC</b> (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330-0530Z† (5 NM to 2500')	H-1B, L-1E
<b>North Bay, ON</b> (CYYB) ATIS 124.9 (1130-0330Z†) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z† 7 NM to 5000')	H-11B, L31D
<b>Oshawa, ON</b> (CYYO) ATIS 125.675 (1130-0330Z†) Toronto Trml App/Dep Con 133.4 Tower 120.1 (1130-0330Z†) Gnd Con 118.4 MF 120.1 (0330-1130Z† 5 NM to 3000')	L-31E



FACILITY NAME	CHART & PANEL
<b>Ottawa/Carp, ON (CYRP)</b> ATIS 121.15 Ottawa Trml App/Dep Con 128.175 252.5	L-31E, 32F
<b>Ottawa/Batineau, QC (CYND)</b> Ottawa Trml App/Dep Con 127.7 128.175 MF 122.3 (5 NM shape irregular to 2500') VFR Advisory Ottawa Trml 127.7	H-11C, L-32G
<b>Ottawa/MacDonald-Cartier Intl, ON (CYOW)</b> ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 Gnd Con 121.9 Cinc Del 119.4 Ottawa Dep Con 128.175	L-11C
<b>Owen Sound/Billy Bishop Rgnl, ON (CYOS)</b> Toronto Center App/Dep 132.575 290.6	L-31D
<b>Pelee Island, ON (CYPT)</b> Cleveland Center App/Dep Con 126.35 360.0	L-30F
<b>Pembroke, ON (CYTA)</b> Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z†, OT PPR)	H-11C, L-31E, 32F
<b>Penticton, BC (CYF)</b> Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')	H-1B
<b>Peterborough, ON (CYPQ)</b> AWOS 126.925 Toronto Center App/Dep 134.25	H-11B, L-31E, 32F
<b>Pincher Creek, AB (CZPC)</b> Edmonton Center App/Dep Con 132.75 265.2	H-1D
<b>Pitt Meadows, BC (CYPK)</b> ATIS 125.0 (1500-0700Z†) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500-0700Z†) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700-1500Z†) (3NM to 2500')	L-1E
<b>Quebec/Jean Lesage Intl, QC (CYQB)</b> ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 Tower 118.65 236.6 Gnd Con 121.9 250.0	H-11D, L-32H
<b>Riviere Du Loup, QC (CYRI)</b> AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H-11D
<b>Rouyn Noranda, QC (CYUY)</b> Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000')	H-11B
<b>Saint John, NB (CYSJ)</b> Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	H-11E, L-32J
<b>Sarnia (Chris Hadfield), ON (CYZR)</b> AWOS 119.125 Toronto Center 134.375	H-10G, 11B, L-30F
<b>Sault Ste Marie, ON (CYAM)</b> ATIS 133.05 (1300-0100Z†) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300-0100Z†) Gnd Con 121.7 MF 118.8 (0100-1300Z† 5 NM irregular shape to 3000')	H-2K, L-31B
<b>Sherbrooke, QC (CYAM)</b> AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	H-11D, L-32H
<b>South Renfrew Muni, ON (CNP3)</b> Montreal Center App/Dep 124.275	L-31E, 32F
<b>Southport, MB (CYPG)</b> ATIS 120.85 (Mon-Fri 1400-2300Z† except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z† except holidays) Gnd Con 121.7 275.8	H-2H

FACILITY NAME	CHART & PANEL
<b>Springwater Barrie Airpark, ON (CNA3)</b> Toronto Center App/Dep Con 124.025	L-31D
<b>St. Catharines/Niagara District, ON (CYSN)</b> ATIS 128.525 (1215-0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215-0200Z‡ 5 NM to 3300')	H-10H, 11B, L-31E
<b>St. Frederic, QC (CSZ4)</b> Montreal Center App/Dep Con 135.025 270.9	L-32H
<b>St. Georges, QC (CYSG)</b> Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL)	H-32H, L-11D
<b>St. Jean, QC (CYJN)</b> Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7	L-32G
<b>Sudbury, ON (CYSB)</b> ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000')	H-31B, 10G, L-31D
<b>Summerside, PE (CYSU)</b> AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H-11E, L-32J
<b>Thunder Bay, ON (CYQT)</b> ATIS 128.8 (1100-0400Z‡) Winnipeg Center App/Dep Con 132.125 (0400-1100Z‡) Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')	H-2J, L-14J
<b>Timmins/Victor M. Power, ON (CYTS)</b> ATIS 124.95 (1000-0500Z‡) Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000')	H-11B
<b>Toronto/Buttonville Muni, ON (CYKZ)</b> ATIS 127.1 (1200-0400Z‡) Toronto Trml App/Dep Con 133.4 Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500')	L-31E
<b>Toronto/Billy Bishop Toronto City Airport, ON (CYTZ)</b> ATIS 133.6 (1130-0400Z‡) App/Dep Con 133.4 Tower 118.2 119.2 (1130-0400Z‡) Gnd Con 121.7	L-31E
<b>Toronto/Lester B Pearson Intl, ON (CYYZ)</b> ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9 Cinc Del 121.3 (1200-0400Z‡)	H-11B, L-31D
<b>Trenton, ON (CYTR)</b> ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Cinc Del 124.35 286.4	H-11C, L-31E, 32F
<b>Trenton/Mountain View, ON (CPZ3)</b> Trenton Mil Advisory 268.0	H-11C, L-31E, 32F
<b>Trois-Rivieres, QC (CYRQ)</b> Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200')	H-11C, L-32H
<b>Val-D'or, QC (CYVO)</b> Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030-0325Z‡ 5 NM to 4000')	H-11B
<b>Vancouver Intl, BC (CYVR)</b> ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Cinc Del 121.4	H-1B, L-1E

FACILITY NAME	CHART & PANEL
<b>Victoria Intl, BC (CYYJ)</b> ATIS 118.8 (1400-0800Z†) App Con 125.95 308.4 Dep Con 133.85 308.4 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400-0800Z† OT ctc Kamloops 119.7) Cinc Del 126.4 (1400-0800Z†)	H-1B, L-1E
<b>Victoriaville, QC (CSR3)</b> Montreal Center App Con 132.35	L-32H
<b>Waterville/Kings Co Muni, NS (CCW3)</b> Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L-32J
<b>Warton, ON (CYVY)</b> Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700')	H-11B, L-31D
<b>Windsor, ON (CYQG)</b> ATIS 134.5 (1130-0330Z†) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130-0330Z†) Gnd Con 121.7 MF 124.7 (0330-1130Z† 6 NM irregular shape to below 3000') VFR Advisory Detroit App Con 134.3	H-10G, L-8J
<b>Yarmouth, NS (CYQI)</b> Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	H-11E, L-32I

## MEXICO

FACILITY NAME	CHART & PANEL
<b>Abraham Gonzalez Intl (MMCS)</b> Juarez App Con 119.9 Juarez Tower 118.9	H-4K, L-6F
<b>Del Norte Intl (MMAN)</b> ATIS 127.55 (1300-0300Z†) Monterrey App 119.75 120.4 Tower 118.6	H-7B, L-20G
<b>Durango Intl (MMDO)</b> ATIS 132.1 Tower 118.1 Durango Info 122.3	H-7A
<b>General Abelardo L Rodriguez Intl (MMTJ)</b> ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Cinc Del 122.35 Tijuana Info 132.1	H-4H, L-4H
<b>General Lucio Blanco Intl (MMRX)</b> Reynosa App Con 118.8 Reynosa Tower 118.8	H-7B, L-20H
<b>General Mariano Escobedo Intl (MMMY)</b> ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	H-7B, L-20G
<b>General R Fierro Villalobos Intl (MMCU)</b> ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4	L-6I
<b>General Rodolfo Sanchez Taboada Intl (MMML)</b> ATIS 127.6 Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	H-4H, L-4J, 5A
<b>General Servando Canales Intl (MMMA)</b> Matamoros App Con 118.0 Matamoros Tower 118.0	H-7C, L-21A
<b>Plan De Guadalupe Intl (MMIO)</b> Saltillo App Con 127.4 Saltillo Tower 118.4	H-7B
<b>Quetzalcoatl Intl (MMNL)</b> Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	H-7B, L-20G
<b>Torreon Intl (MMTC)</b> App Con 119.6 Tower 118.5	H-7A

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




In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

## GENERAL INFORMATION




### PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name. A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., ★. To activate lights use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8 , , .

<u>KEY MIKE</u>	<u>FUNCTION</u>
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

### CHART CURRENCY INFORMATION

FAA procedure amendment number  Amdt 11A 99365  Date of latest change  
 Orig 00365

The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

### MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.









10042

# LEGEND




## INSTRUMENT APPROACH PROCEDURES (CHARTS)


### AIRPORT DIAGRAM/AIRPORT SKETCH

#### Runways









			
Hard Surface	Other Than Hard Surface	Stopways, Taxiways, Parking Areas, Water Runways	Displaced Threshold
			
Closed Runway	Closed Taxiway	Under Construction	Metal Surface

**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

 uni-directional  bi-directional  Jet Barrier


**ARRESTING SYSTEM** 

#### REFERENCE FEATURES

Buildings.....	
Tanks.....	
Obstructions.....	
Airport Beacon #.....	
Runway.....	
Radar Reflectors.....	
Control Tower #.....	
Hot Spot.....	





# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.





A  symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., Rwy 14-32 S75, T185, ST175, TT325  
PCN 80 F/D/X/U

Helicopter Alighting Areas    

Negative Symbols used to identify Copter Procedures

landing point.....    

Runway Threshold elevation.....THRE 123


Runway TDZ elevation.....TDZE 123

— 0.3% DOWN

Runway Slope.....0.8% UP  
(shown when runway slope is greater than or equal to 0.3%)

#### NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

 U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

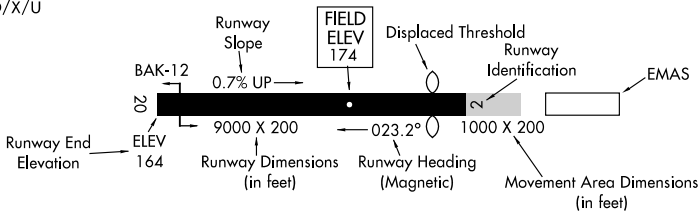
Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

#### NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLP. (Foreign Only)



Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

# LEGEND

## HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles designated as "HOT1", "HOT2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>ARIZONA</b>		
MESA FALCON FLD (FFZ)	HOT <sup>1</sup>	Acft approaching Twy D from the ramp and destined for Rwy 04R or Rwy 22L sometimes miss the turn into Twy D.
PHOENIX PHOENIX-MESA GATEWAY (IWA)	HOT <sup>1</sup>	Twy V, Twy B, and Twy K complex intersection.
PHOENIX PHOENIX SKY HARBOR INTL (PHX)	HOT <sup>1</sup>	Rwy 07L and Rwy 07R, Twy F, Twy F sometimes mistaken for Rwy 07L or Rwy 07R.
	HOT <sup>2</sup>	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10 without authorization.
TUCSON RYAN FLD (RYN)	HOT <sup>1</sup>	Air traffic often taxis acft via Twy B and onto Rwy 33 for departure on Rwy 06R. Use caution not to enter Rwy 6R without ATC authorization.
TUCSON TUCSON INTL (TUS)	HOT <sup>1</sup>	Complex intersection.
	HOT <sup>2</sup>	Pilots instructed to hold short of Rwy 11L-29R or Rwy 11R-29L sometimes cross the approach area of these rwys without authorization.
	HOT <sup>3</sup>	Rwy 29R sometimes mistaken for Rwy 29L.
<b>CALIFORNIA</b>		
CONCORD BUCHANAN FIELD (CCR)	HOT <sup>1</sup>	Pilots traveling southeast on Twy J and instructed to taxi via Twy E to Rwy 01L or Rwy 19R sometimes miss the turn onto Twy E and proceed onto Rwy 01L-19R at Twy J without clearance.
	HOT <sup>2</sup>	Pilots departing the Rwy 32L run-up area sometimes mistake Twy J for Twy 32L.
	HOT <sup>3</sup>	Complex intersection at Rwy 01R-19L, Twy J, Twy A, Twy C and Twy K.
	HOT <sup>4</sup>	Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L apch area.
HAWTHORNE JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HOT <sup>1</sup>	Rwy 25 run-up area, do not depart the run-up area without ATC clearance.
HAYWARD HAYWARD EXECUTIVE (HWD)	HOT <sup>1</sup>	Acft approaching Twy A from the ramp sometimes fail to turn onto Twy A, proceeding onto Twy E and ultimately Rwy 10L-28R.
	HOT <sup>2</sup>	Area not visible from ATCT.
	HOT <sup>3</sup>	Area not visible from ATCT.
LONG BEACH LONG BEACH DAUGHERTY FLD (LGB)	HOT <sup>1</sup>	Acft exiting Rwy 30 at Twy A turn left on Twy D, anticipate reaching their destination, and fail to hold short of Rwy 07L-25R.



	HOT <sup>2</sup>	Acft northbound on Twy B and instructed to hold short of Rwy 12–30 at Twy K sometimes miss the turn onto Twy K and proceed straight ahead onto Rwy 12–30 and Rwy 07L–25R.
	HOT <sup>3</sup>	Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 07R–25L.
	HOT <sup>4</sup>	Acft eastbound on Twy J instructed to taxi to Rwy 25L at Twy D sometimes miss the turn onto Twy D and proceed onto Rwy 12–30 without authorization.
	HOT <sup>5</sup>	Acft taxiing to Rwy 16R from the southwest ramp sometimes miss the left turn onto Twy B, continue eastbound onto Twy F, and enter Rwy 16R–34L.
	HOT <sup>6</sup>	After completing a run-up on inactive Rwy 34R, acft sometimes fail to hold short of Rwy 07R–25L.
	HOT <sup>7</sup>	Acft Idg Rwy 30, be aware that this rwy crosses every other rwy at the arpt. When exiting, pilots should ensure they are following a yellow, "lead-off" line onto a rwy.
MERCED CASTLE (MER)	HOT <sup>1</sup>	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp.
	HOT <sup>2</sup>	Tfc congestion due to large volume of aircraft proceeding to and from Rwy 31.
NAPA NAPA COUNTY (APC)	HOT <sup>1</sup>	Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area.
	HOT <sup>2</sup>	Rwy 24, Twy A. Acft and vehicles transiting to and from the hangars via Twy A sometimes cross Rwy 24 at Twy A without clearance.
	HOT <sup>3</sup>	Rwy 24 and Rwy 36L. Acft taxiing on Rwy 24, do not cross Rwy 36L without clearance. Acft taxiing on Rwy 36L, do not cross Rwy 24 without clearance.
OAKLAND METROPOLITAN OAKLAND INTL (OAK)	HOT <sup>1</sup>	Twy A and Twy B both cross Rwy 27R. Pilots sometimes mistake Twy A for Twy B, and vice versa. Verify correct taxi route.
	HOT <sup>2</sup>	Acft departing the ramp sometimes miss their turn onto Twy C or Twy D, mistakenly proceeding onto Twy H or Twy G and ultimately Rwy 09L–27R.
	HOT <sup>3</sup>	Complex intersection. Pilots sometimes taxi onto Rwy 09L or Rwy 33 by mistake.
PALM SPRINGS PALM SPRINGS INTL (PSP)	HOT <sup>1</sup>	Pilots sometimes mistake Twy C for Rwy 13R–31L or Rwy 13L–31R.
	HOT <sup>2</sup>	Pilots instructed to taxi to Rwy 13R via Twy B and Twy C sometimes miss the turn onto Twy C and proceed onto Rwy 31R without authorization.
	HOT <sup>3</sup>	Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.
SACRAMENTO SACRAMENTO INTL (SMF)	HOT <sup>1</sup>	Acft approaching Twy A from the east on Twy A10 sometimes miss the turn onto Twy A.
SALINAS SALINAS MUNI (SNS)	HOT <sup>1</sup>	Acft instructed to taxi from the ramp to Rwy 31 sometimes miss the turn onto Twy A and continue along Twy E, subsequently entering Rwy 31 without ATC authorization.
	HOT <sup>2</sup>	Acft instructed to taxi from the ramp to Rwy 26 sometimes miss the turn onto Twy C and continue along Twy A, subsequently entering Rwy 26 at Twy A without ATC authorization.
SAN FRANCISCO SAN FRANCISCO INTL (SFO)	HOT <sup>1</sup>	Pilots instructed to follow Twy B south sometimes continue onto Twy J or Twy F by mistake.

SAN JOSE NORMAN Y. MINETA SAN JOSE INTL (SJC)	HOT <sup>2</sup>	Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 01L–19R by mistake.
	HOT <sup>3</sup>	Acraft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.
	HOT <sup>1</sup>	Pilots assigned Rwy 29 for ldg sometimes land Rwy 30L by mistake. Pilots proceeding into, or exiting, the Rwy 29 run-up area sometimes enter Rwy 29 without ATC authorization.
SANTA ANA JOHN WAYNE AIRPORT/ORANGE CO (SNA)	HOT <sup>1</sup>	ATC often instructs pilots to “Taxi up to and hold short” of Rwy 19L and Rwy 19R. As with normal hold short instruction, one must always stop short of the Runway Holding Position Markings.
	HOT <sup>2</sup>	Pilots exiting Rwy 19R or Rwy 19L onto Twy H: short distance between rwy. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the parallel rwy without ATC authorization.
	HOT <sup>3</sup>	Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.
SANTA BARBARA SANTA BARBARA MUNI (SBA)	HOT <sup>1</sup>	Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07–25.
	HOT <sup>2</sup>	Very wide pavement area. Do not cross Rwy 15L or Rwy 15R without authorization.
	HOT <sup>3</sup>	ATC often utilizes Rwy 15L–33R and Rwy 15R–33L to taxi arriving aircraft off of Rwy 07–25.
	HOT <sup>4</sup>	Pilots instructed to taxi to Rwy 35 sometimes miss the turn onto Twy J, not realizing that the approach end of Rwy 25 begins at Twy J.

## COLORADO

ASPEN ASPEN–PITKIN COUNTY/SARDY FIELD (ASE)	HOT <sup>1</sup>	Twy A2. Short taxi distance from ramp to rwy.
	HOT <sup>2</sup>	Twy A on west edge of ramp. Passengers and vehicles are required to stay east of Twy A unless cleared by ATC.
	HOT <sup>3</sup>	Twy A4. Short taxi distance from ramp to rwy.
DENVER CENTENNIAL (APA)	HOT <sup>1</sup>	Intersection Twy A–1. Hold line across run-up area.
	HOT <sup>2</sup>	Twy A, Twy A–8, Twy A–9 and Twy C–1 congested intersections.
	HOT <sup>3</sup>	Twy C–1 and Twy D–1 close proximity to Rwy 10.
DENVER ROCKY MOUNTAIN METROPOLITAN (BJC)	HOT <sup>1</sup>	Frequent helicopter operations on north ends of Twy B and Rwy 02–20. Use caution in this area.
	HOT <sup>1</sup>	High density parking area on ramp east of Twy C–2. Air carrier aircraft should not leave or enter taxiway A east of Twy C–2.

## NEVADA

LAS VEGAS MC CARRAN INTL (LAS)	HOT <sup>1</sup>	Exiting the ramp, use caution at Twy S not to cross the rwy holding position markings for Rwy 19L. Twy S intersects with Twy D, Twy Z, and Twy G, which require a turn to the north or south.
	HOT <sup>2</sup>	Exiting Rwy 01R–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.
	HOT <sup>3</sup>	Exiting Rwy 01R–19L use caution not to enter Twy Y, and avoid entering Rwy 01L–19R without authorization.

LAS VEGAS  
NORTH LAS VEGAS  
(VGT)

- HOT<sup>4</sup> Rwy holding position markings for Rwy 07L and Rwy 01L are co-located, and located north of Rwy 07L. Verify rwy heading and alignment with proper rwy prior to departure.
- HOT<sup>5</sup> Twy E is often misidentified as a rwy. Verify rwy markings prior to departure.
- HOT<sup>1</sup> ATC often requires Rwy 12R departures to hold short of Rwy 07. Common mistake is to cross Rwy 07 without ATC authorization.
- HOT<sup>2</sup> Pilots sometimes enter or cross Rwy 12R without authorization.
- HOT<sup>3</sup> Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twy B, proceeding onto Rwy 12R without ATC authorization.
- HOT<sup>4</sup> Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing on Twy A.

RENO  
RENO/TAHOO INTL  
(RNO)

- HOT<sup>1</sup> Pilots departing the southwest ramp and instructed to hold short of Rwy 07–25 sometimes fail to comply.
- HOT<sup>2</sup> Pilots northbound on Twy C sometimes proceed straight ahead into the ramp by mistake.
- HOT<sup>3</sup> Full length departures for Rwy 16L sometimes turn left at Twy D by mistake.

## UTAH

PROVO  
PROVO MUNI (PVU)

- HOT<sup>1</sup> Pilots taxiing to Rwy 13 often take Twy A–3 instead of Twy A. Twy A–3 leads to intersection of two rwys.

SALT LAKE CITY  
SALT LAKE CITY INTL (SLC)

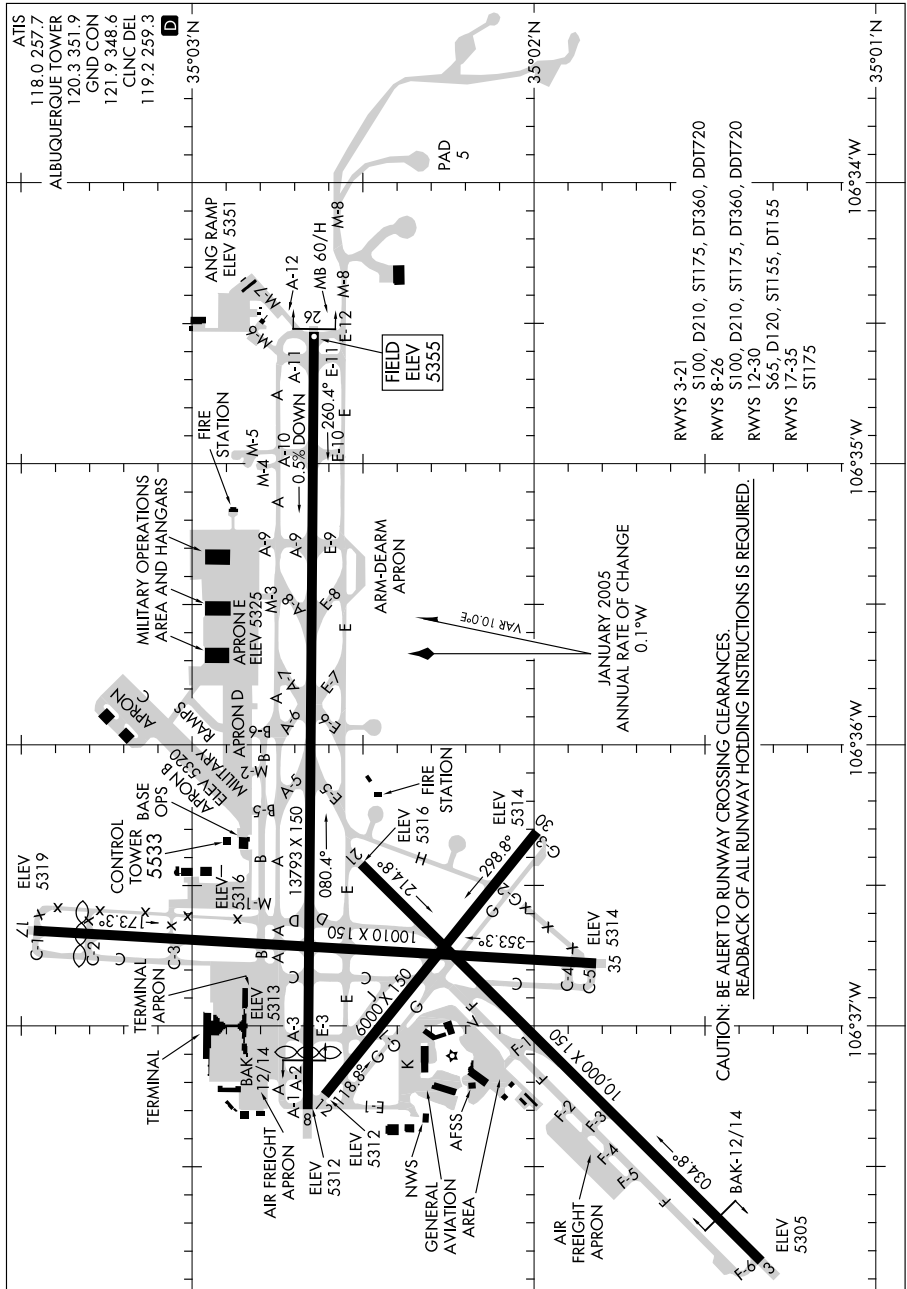
- HOT<sup>1</sup> Caution do not cross hold line for Rwy 35 during taxi SE on Rwy 14–32. Hold line is on north side of Rwy 32 numbers.
- HOT<sup>2</sup> Possible confusion between ramp, twy and rwy due to large paved area. Do not cross rwy hold lines without ATC clearance. ATC clearance is needed to enter the movement area, which is immediately west of vehicle drive lanes and marked by movement/nonmovement boundary line.

09351

# AIRPORT DIAGRAM

ALBUQUERQUE INTL SUNPORT (ABQ)  
ALBUQUERQUE, NEW MEXICO

AL-12 (FAA)



## AIRPORT DIAGRAM

ALBUQUERQUE, NEW MEXICO  
ALBUQUERQUE INTL SUNPORT (ABQ)

09351

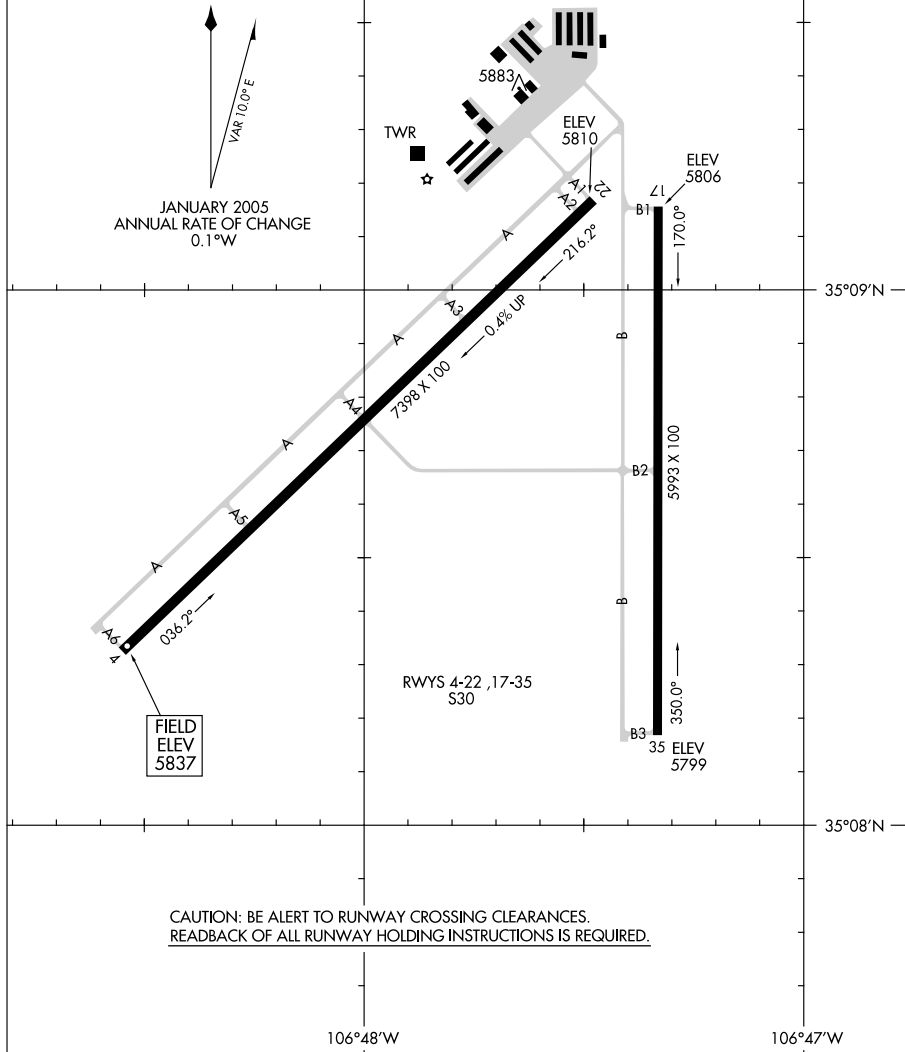
10154

## AIRPORT DIAGRAM

ALBUQUERQUE/ DOUBLE EAGLE II (AEG)  
ALBUQUERQUE, NEW MEXICO

AL-6859 (FAA)

AWOS-3  
119.025  
DOUBLE EAGLE II\*  
120.15  
GND CON  
121.625  
CLNC DEL  
124.8 (When twr closed)



## AIRPORT DIAGRAM

10154

ALBUQUERQUE, NEW MEXICO  
ALBUQUERQUE/ DOUBLE EAGLE II (AEG)

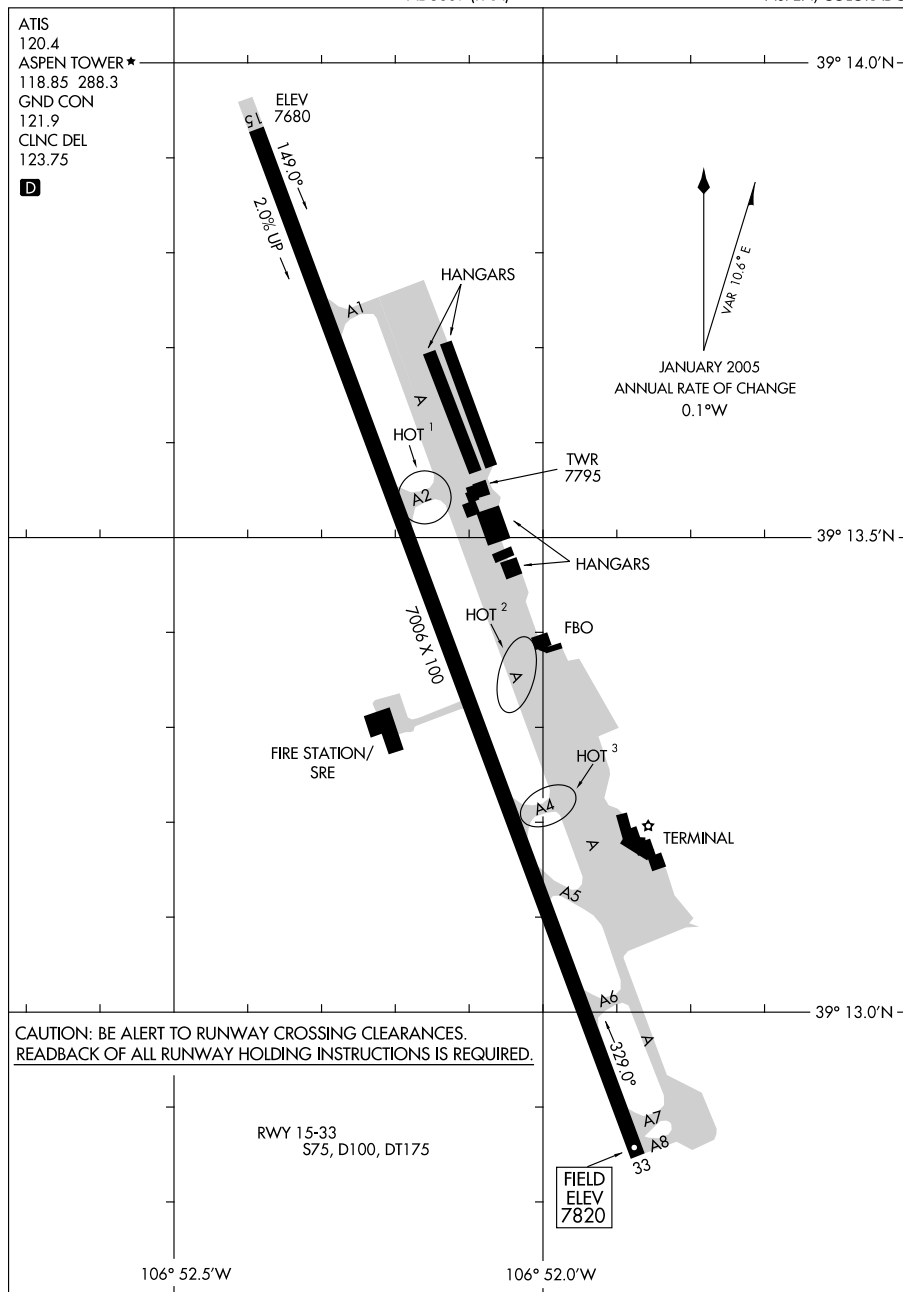
10098

## AIRPORT DIAGRAM

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AL-5889 (FAA)

ASPEN, COLORADO



## AIRPORT DIAGRAM

10098

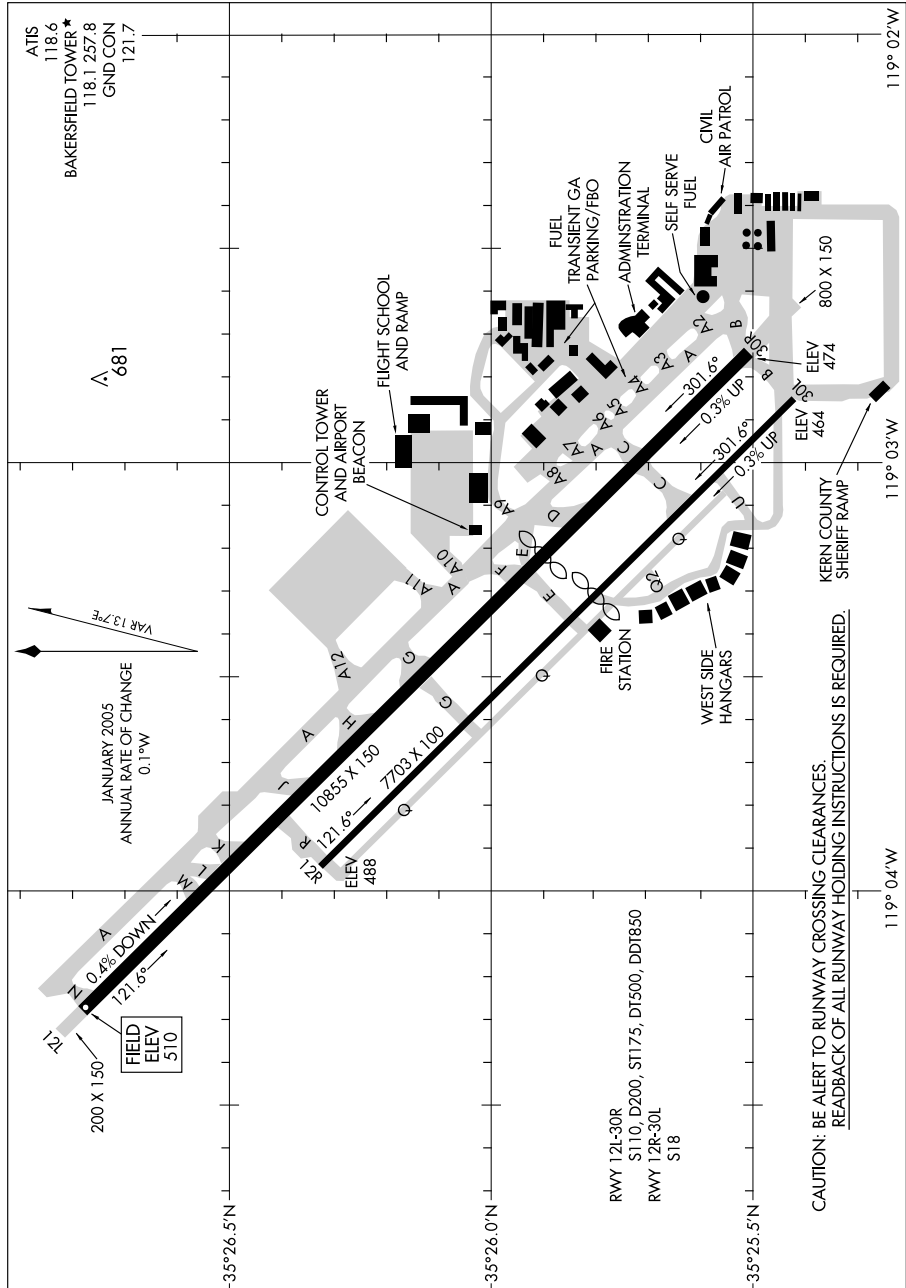
ASPEN, COLORADO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

09127

## AIRPORT DIAGRAM

AL-36 (FAA)

BAKERSFIELD/MEADOWS FIELD (BFL)  
BAKERSFIELD, CALIFORNIA

## AIRPORT DIAGRAM

09127

BAKERSFIELD, CALIFORNIA  
BAKERSFIELD/MEADOWS FIELD (BFL)

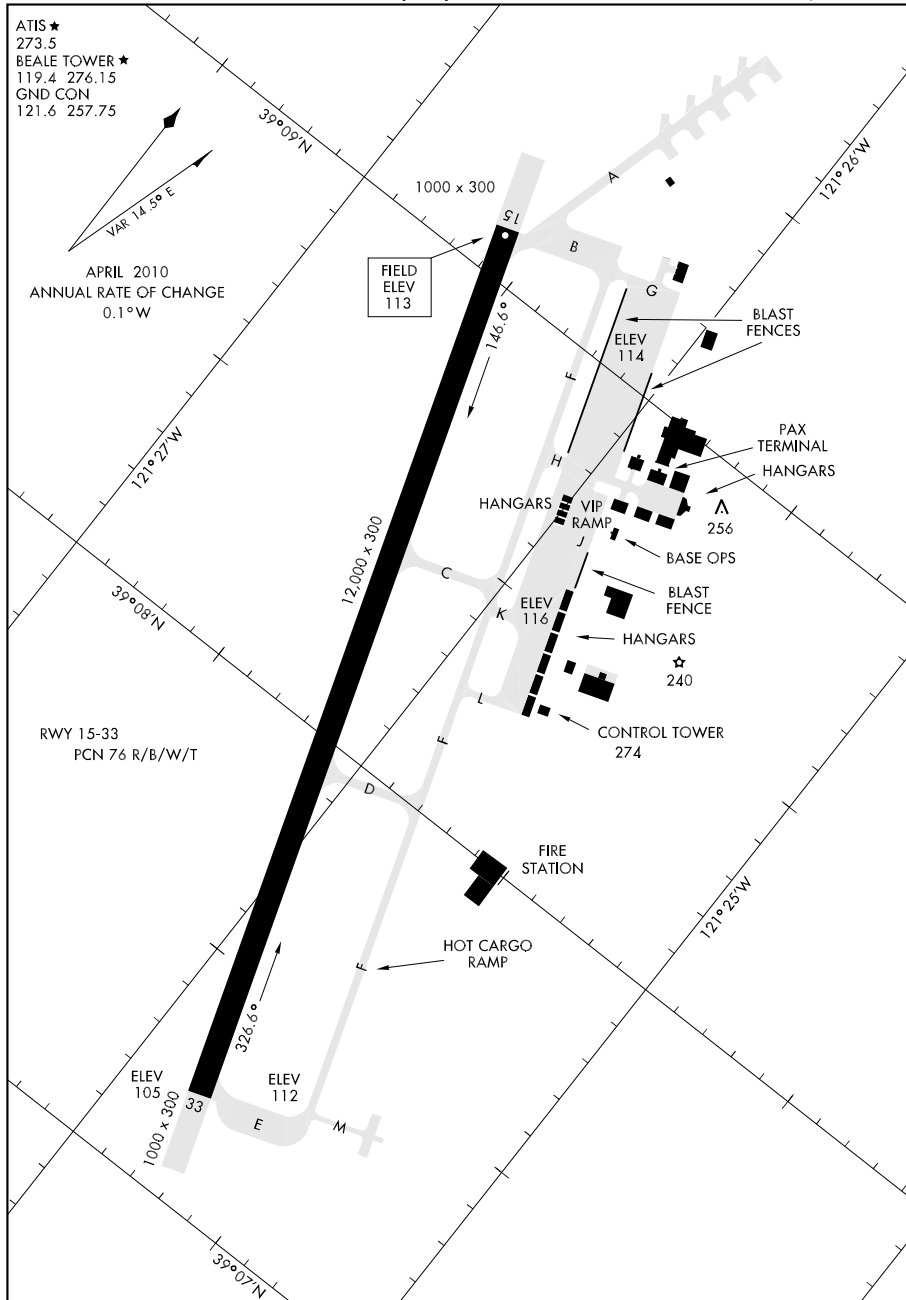
10098

## AIRPORT DIAGRAM

[USAF] AFD-771

BEALE AFB (KBAB)

MARYSVILLE, CALIFORNIA



## AIRPORT DIAGRAM

MARYSVILLE, CALIFORNIA

BEALE AFB (KBAB)



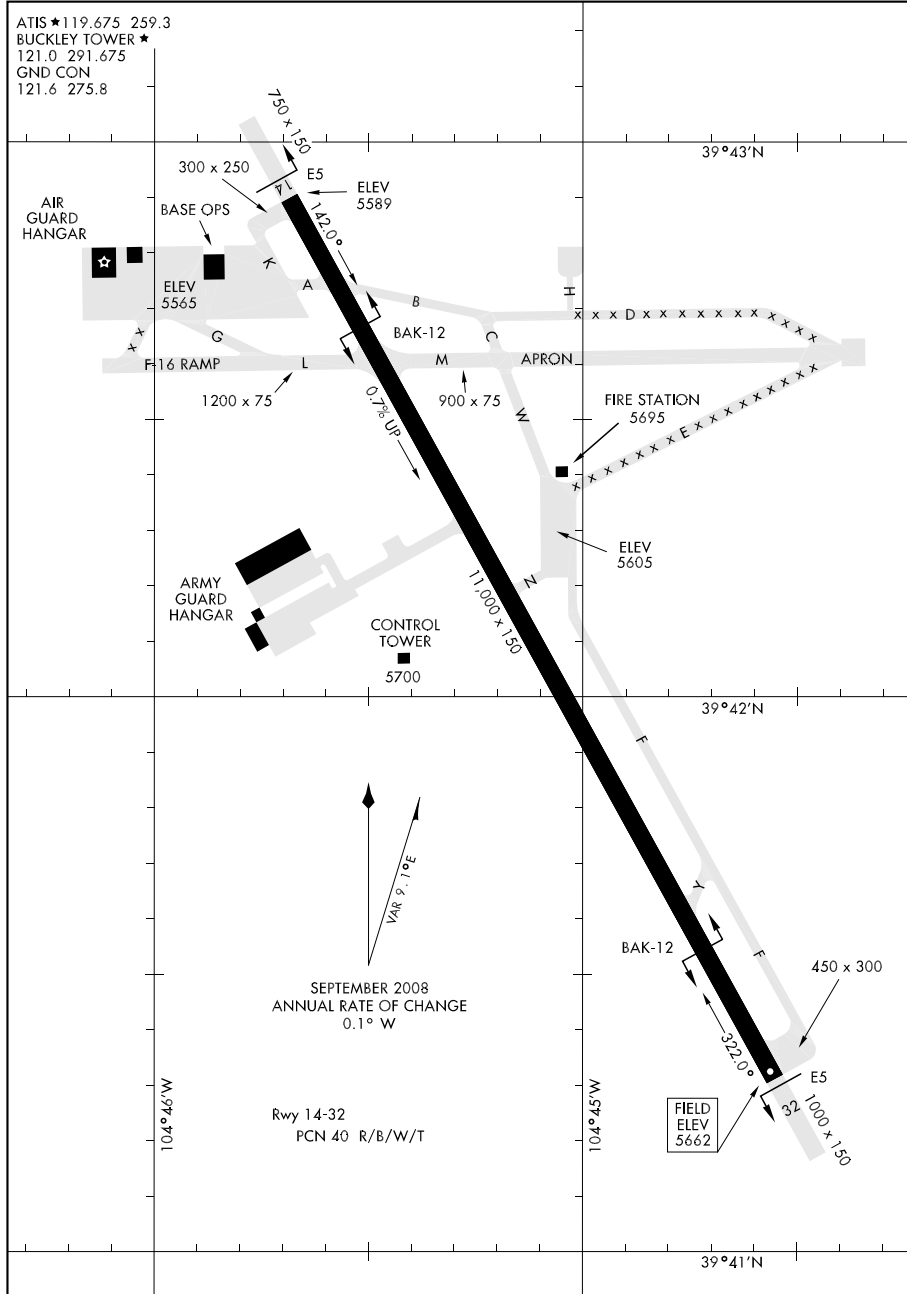
08269

# AIRPORT DIAGRAM

AFD 538 [USAF]

BUCKLEY AFB (KBKF)

AURORA, COLORADO



# AIRPORT DIAGRAM

AURORA, COLORADO

BUCKLEY AFB (KBKF)

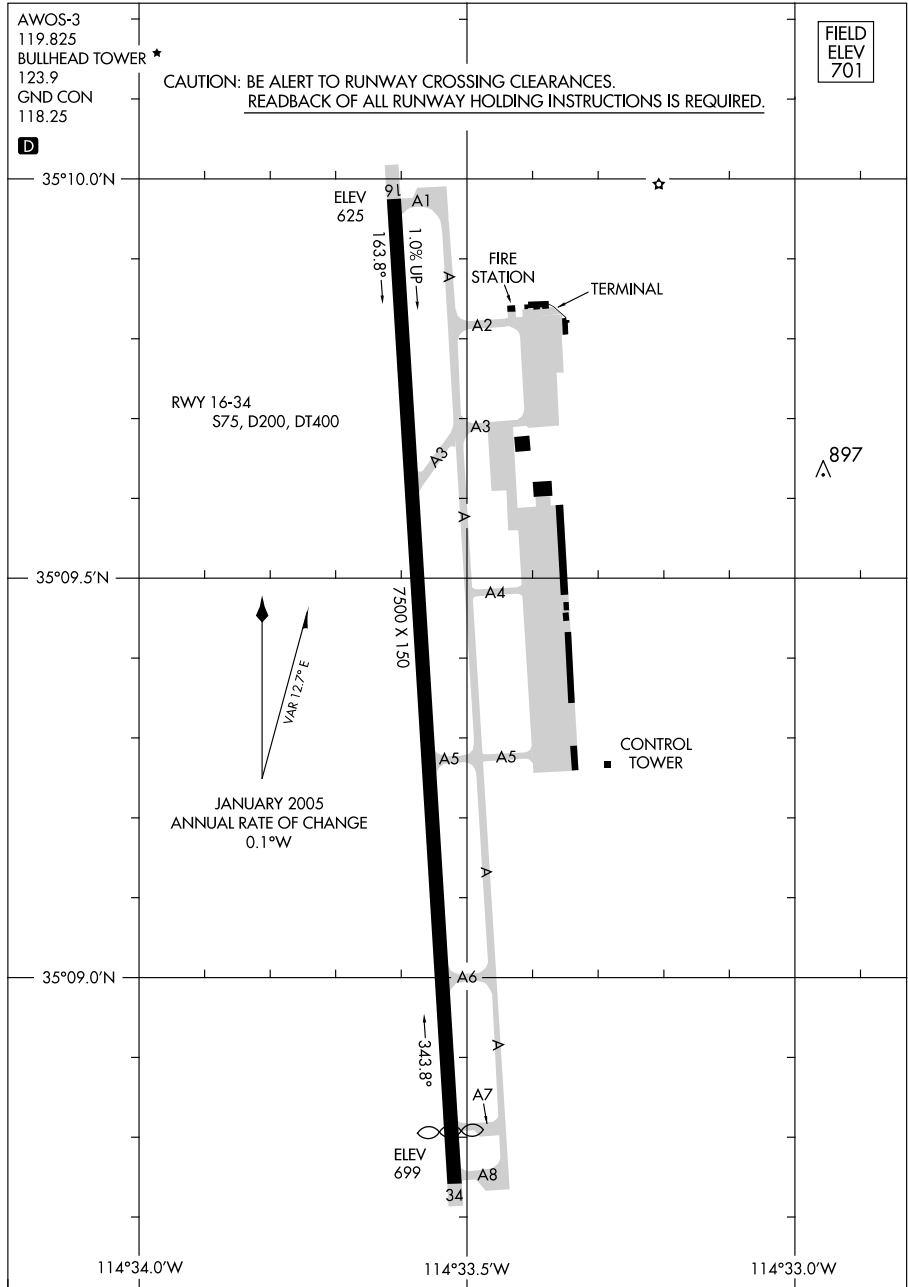
09295

## AIRPORT DIAGRAM

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)

AL-6967 (FAA)

BULLHEAD CITY, ARIZONA



## AIRPORT DIAGRAM

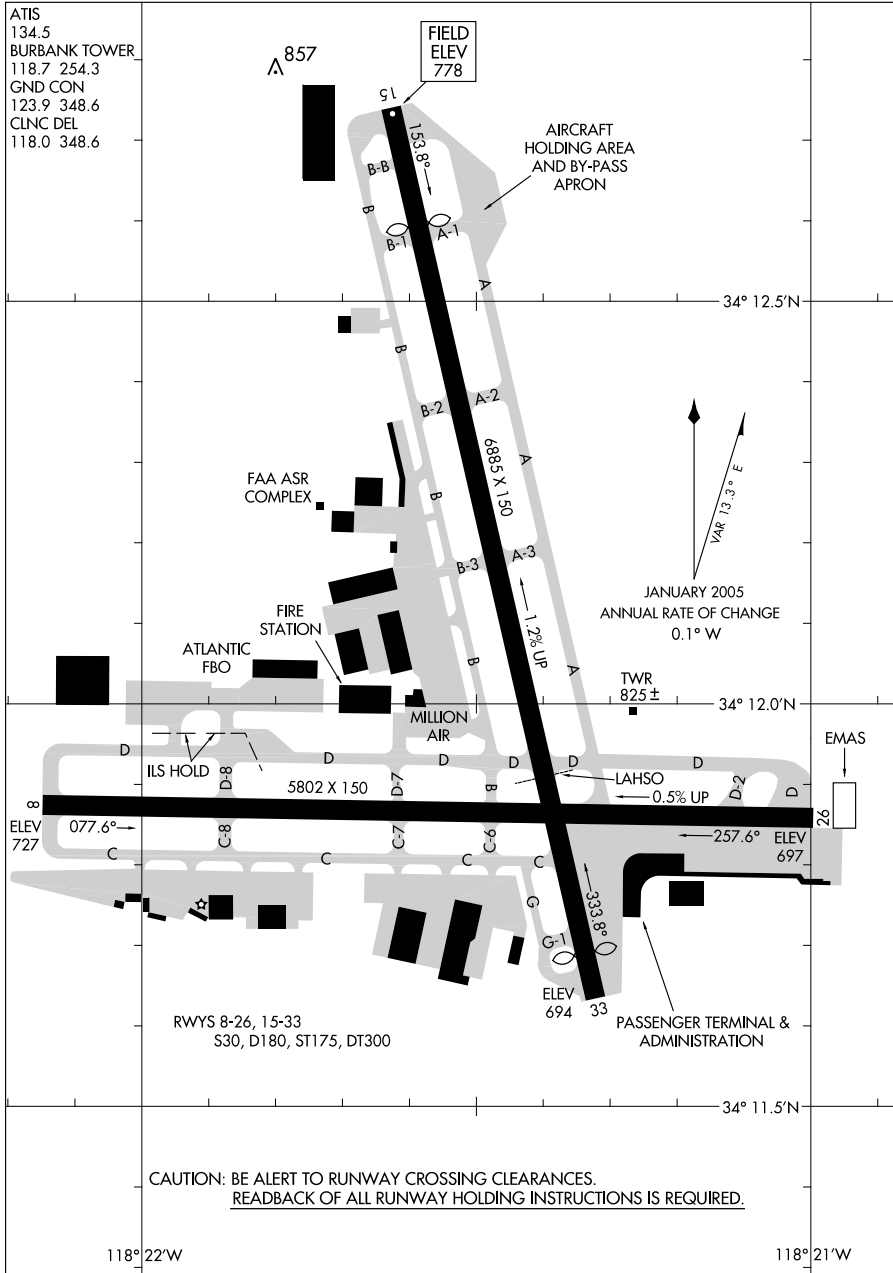
BULLHEAD CITY, ARIZONA

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)

09295

10042

## AIRPORT DIAGRAM

BURBANK/ BOB HOPE (BUR)  
BURBANK, CALIFORNIA

## AIRPORT DIAGRAM

10042

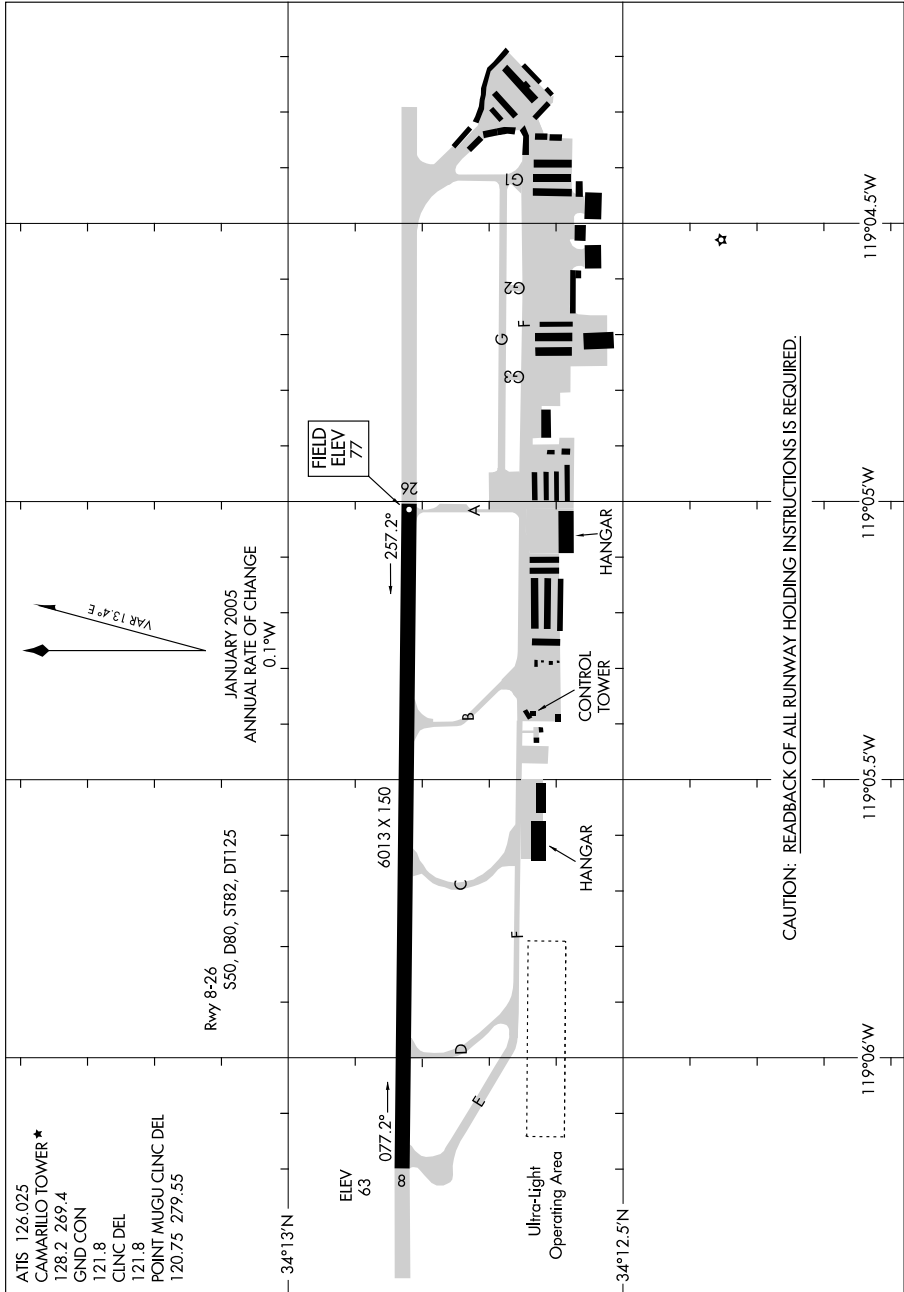
BURBANK, CALIFORNIA  
BURBANK/ BOB HOPE (BUR)

08157

AIRPORT DIAGRAM

AL-680 (FAA)

CAMARILLO (CMA)  
CAMARILLO, CALIFORNIA



AIRPORT DIAGRAM

08157

CAMARILLO, CALIFORNIA  
CAMARILLO (CMA)



09015

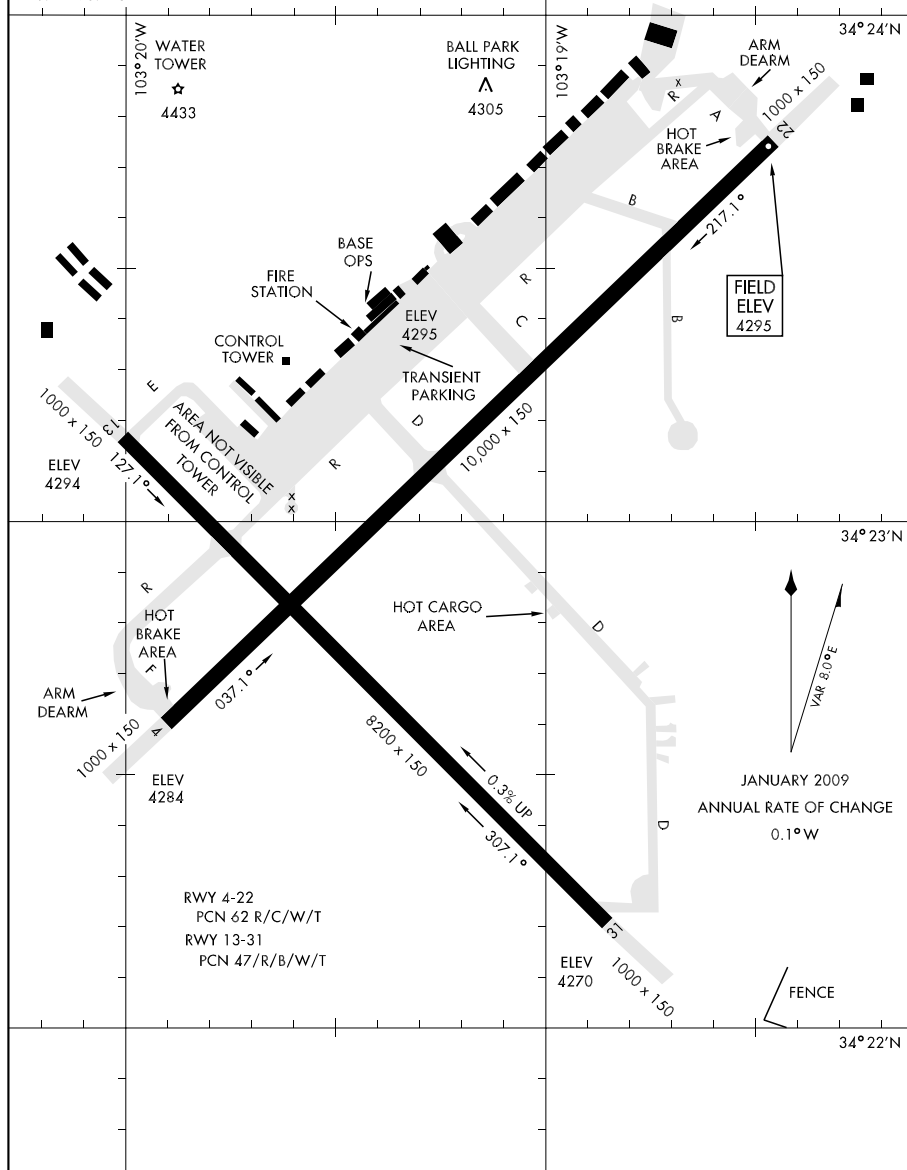
## AIRPORT DIAGRAM

AFD-512 [USAF]

CANNON AFB (KCVS)

CLOVIS, NEW MEXICO

ATIS ★ 119.1 269.9  
 CANNON TOWER ★  
 120.4 270.25  
 GND CON  
 121.9 275.8  
 CLNC DEL  
 120.2 293.225



## AIRPORT DIAGRAM

WGS-84 DATUM

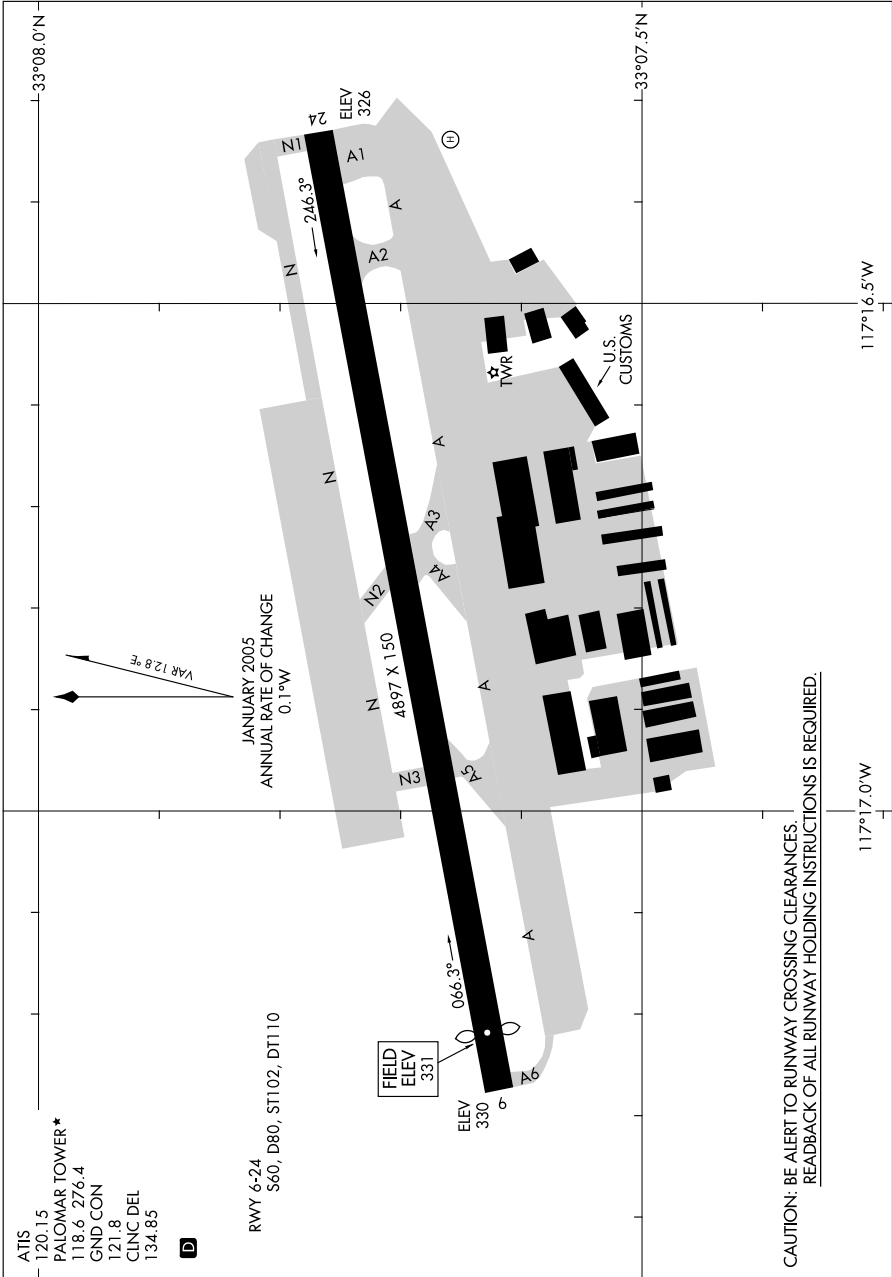
CLOVIS, NEW MEXICO  
 CANNON AFB (KCVS)

10098

AIRPORT DIAGRAM

AL-5310 (FAA)

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)  
CARLSBAD, CALIFORNIA



AIRPORT DIAGRAM

10098

CARLSBAD, CALIFORNIA  
CARLSBAD/MC CLELLAN-PALOMAR (CRQ)



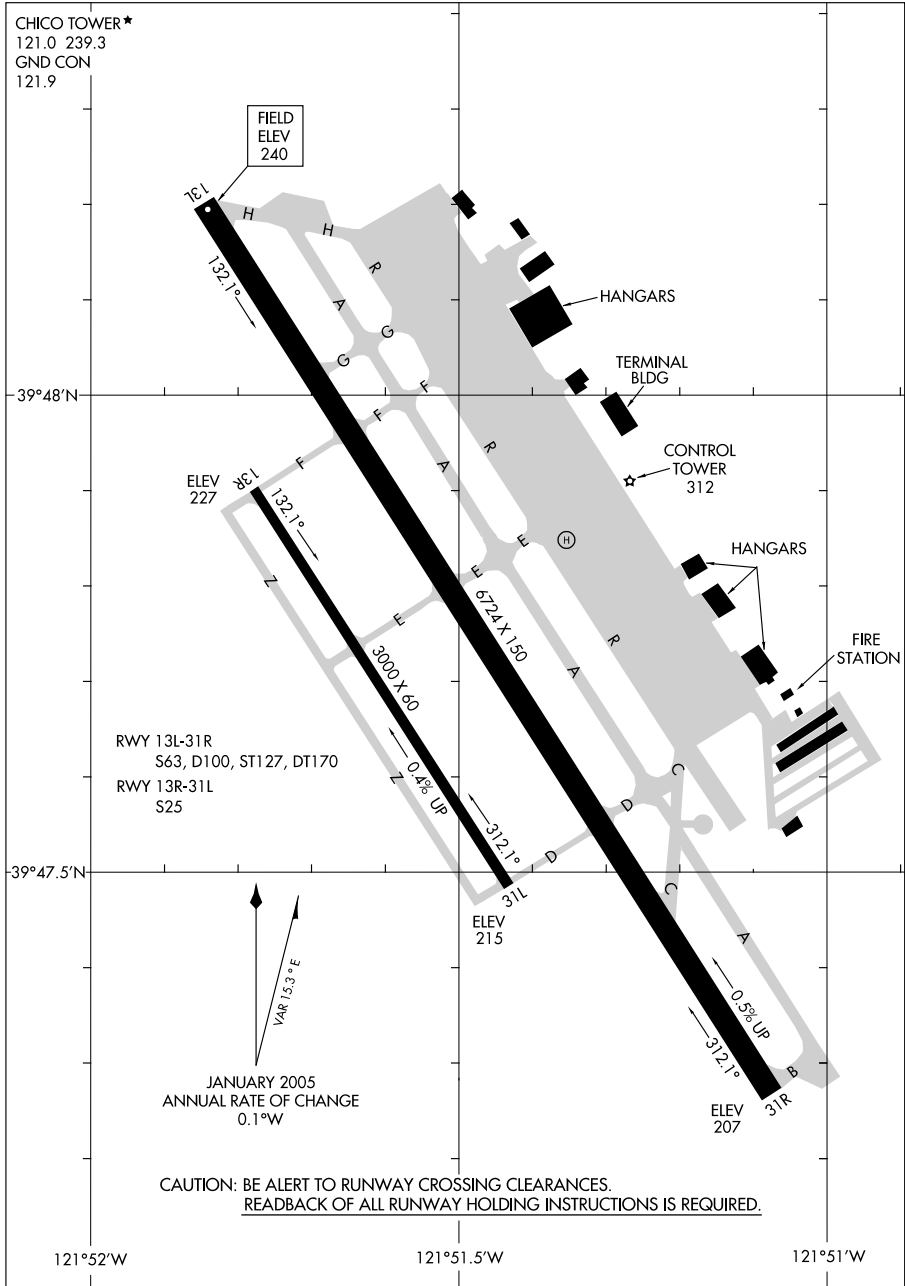


08157

# AIRPORT DIAGRAM

AL-557 (FAA)

CHICO MUNI (CIC)  
CHICO, CALIFORNIA



# AIRPORT DIAGRAM

08157

CHICO, CALIFORNIA  
CHICO MUNI (CIC)

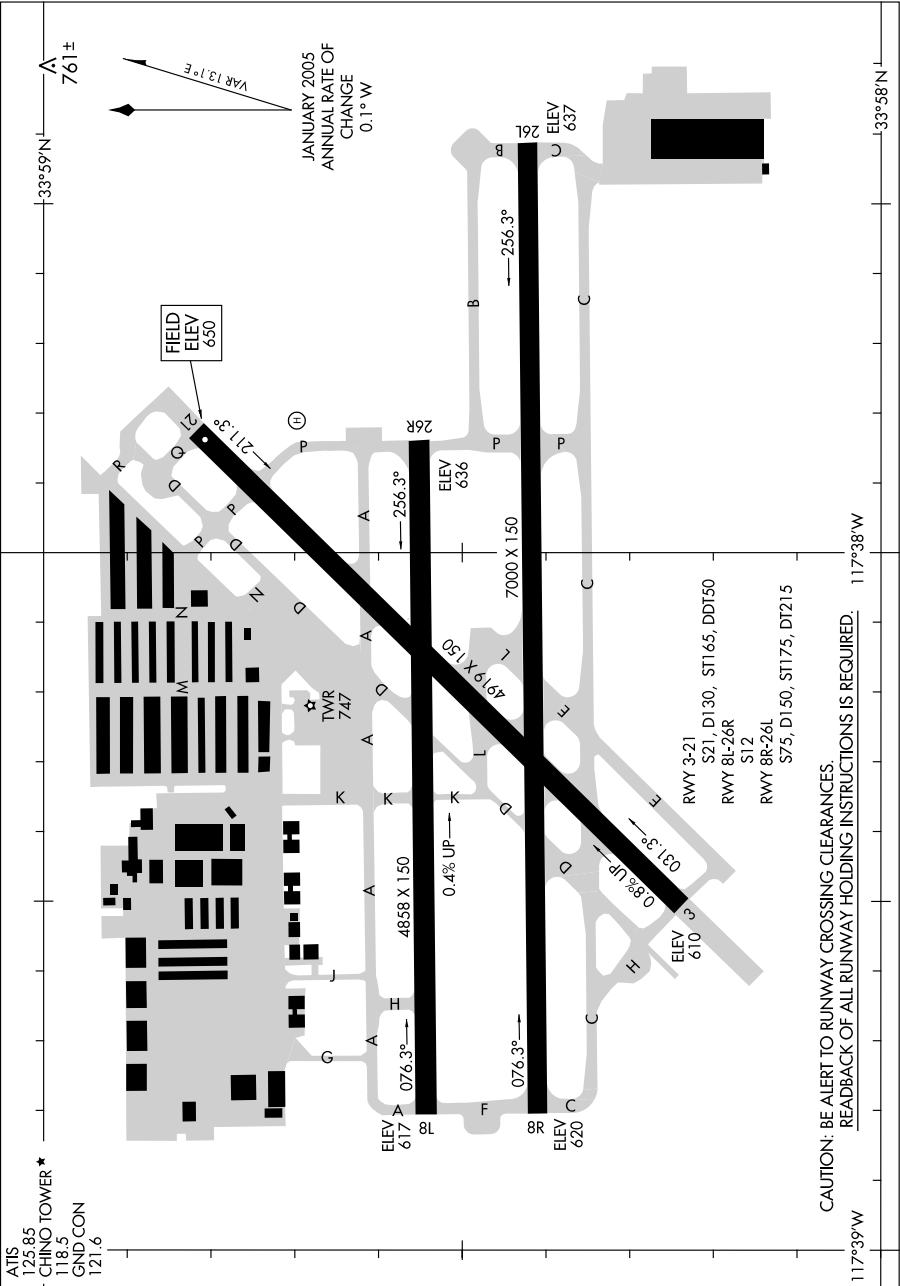


10154

AIRPORT DIAGRAM

AL-5599 (FAA)

CHINO (CNO)  
CHINO, CALIFORNIA



AIRPORT DIAGRAM

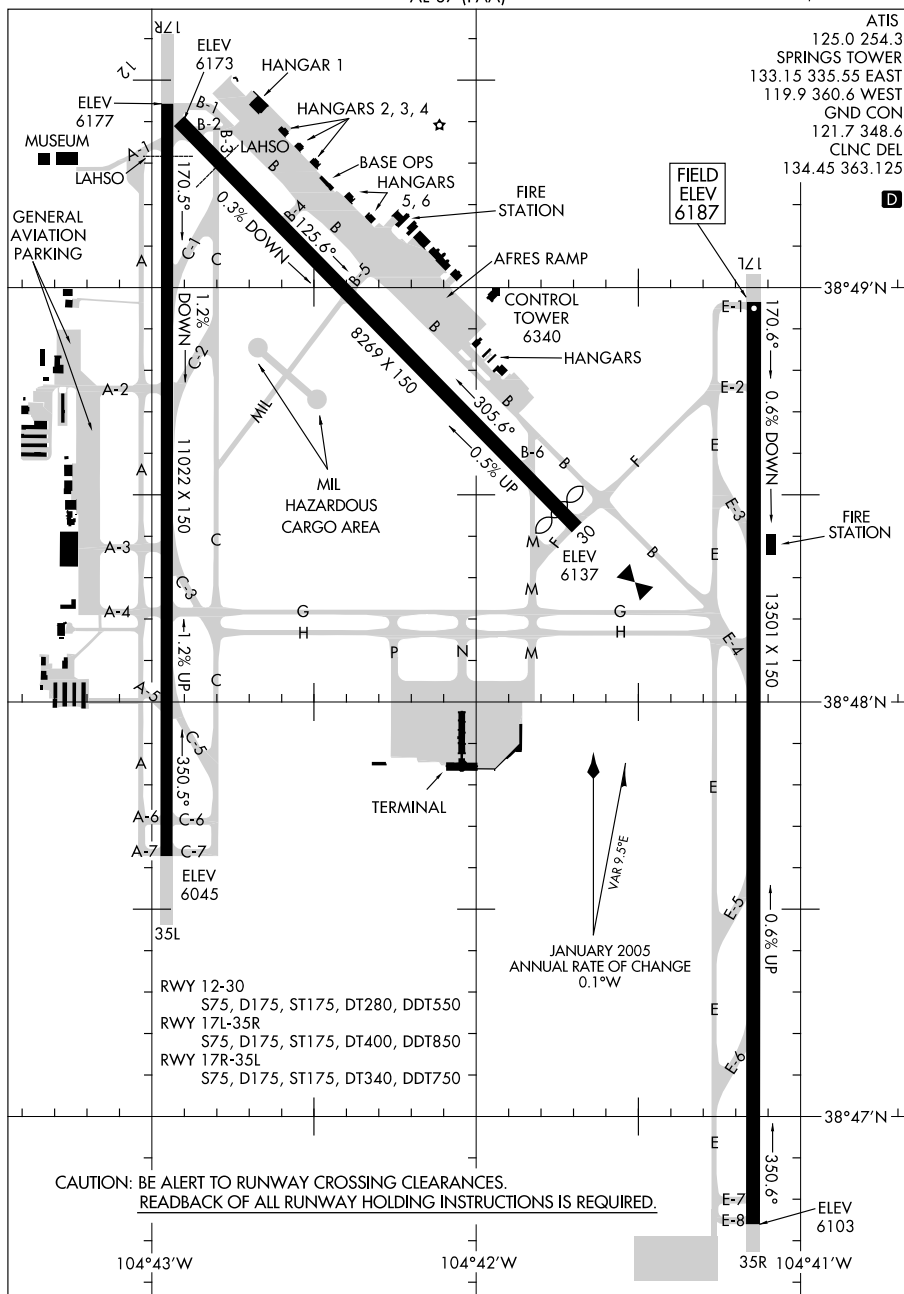
10154

CHINO, CALIFORNIA  
CHINO (CNO)

09351

## AIRPORT DIAGRAM

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)  
AL-87 (FAA)  
COLORADO SPRINGS, COLORADO



## AIRPORT DIAGRAM

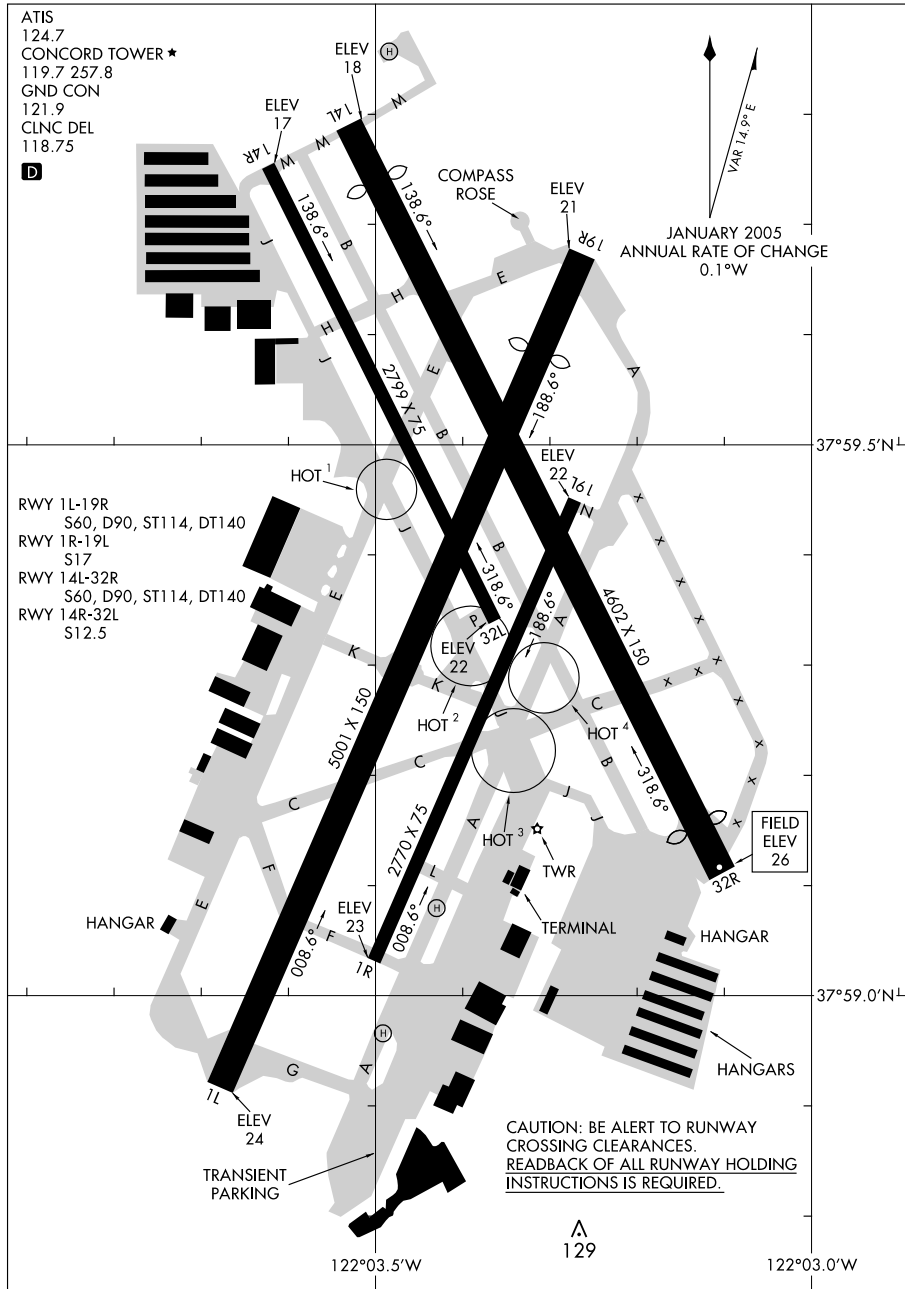
09351

COLORADO SPRINGS, COLORADO  
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

10042

## AIRPORT DIAGRAM

AL-5320 (FAA)

CONCORD/BUCHANAN FIELD (CCR)  
CONCORD, CALIFORNIA

## AIRPORT DIAGRAM

10042

CONCORD, CALIFORNIA  
CONCORD/BUCHANAN FIELD (CCR)

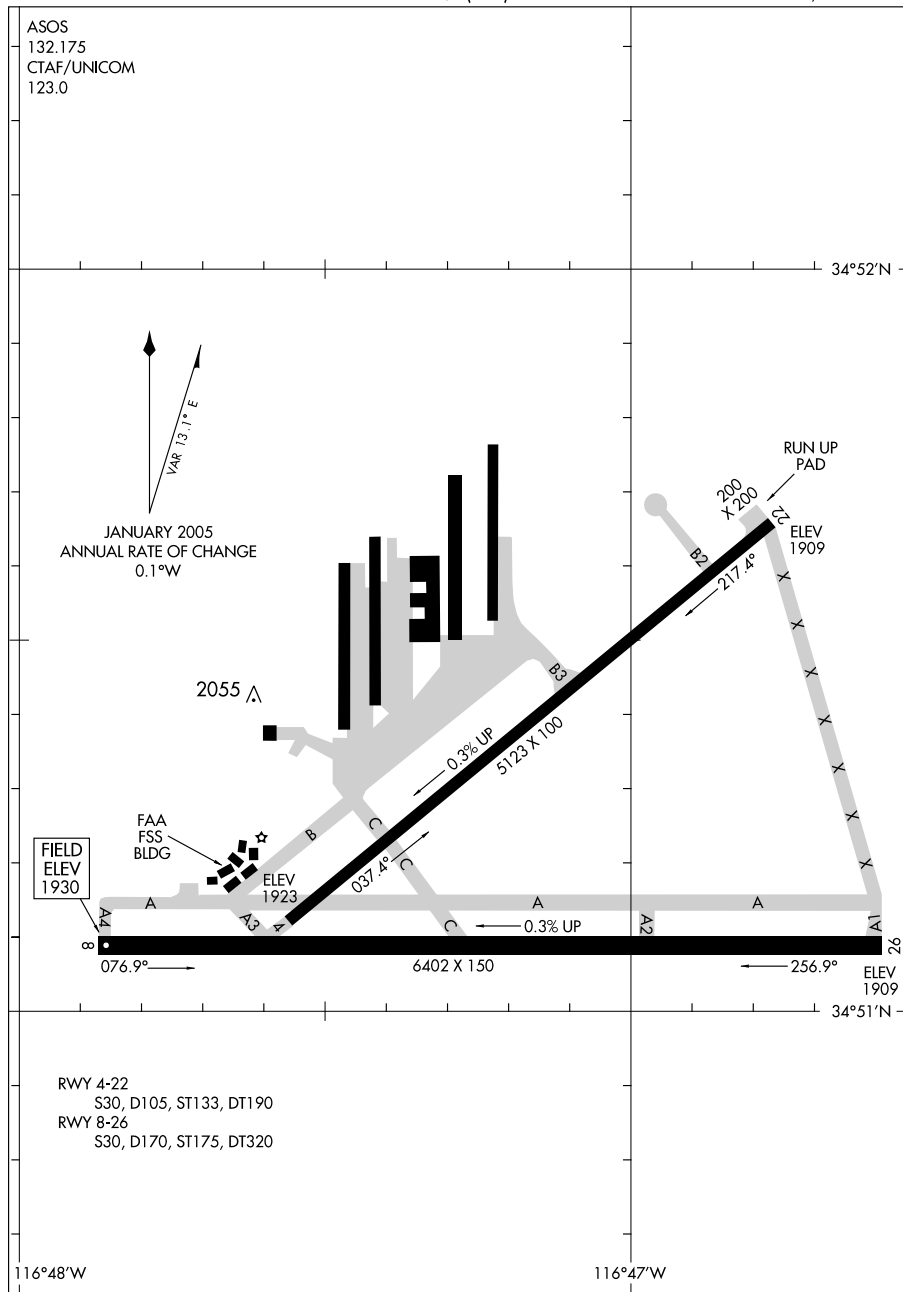
09239

## AIRPORT DIAGRAM

AL-104 (FAA)

DAGGETT/BARSTOW-DAGGETT (DAG)

DAGGETT, CALIFORNIA



## AIRPORT DIAGRAM

09239

DAGGETT, CALIFORNIA  
DAGGETT/BARSTOW-DAGGETT (DAG)

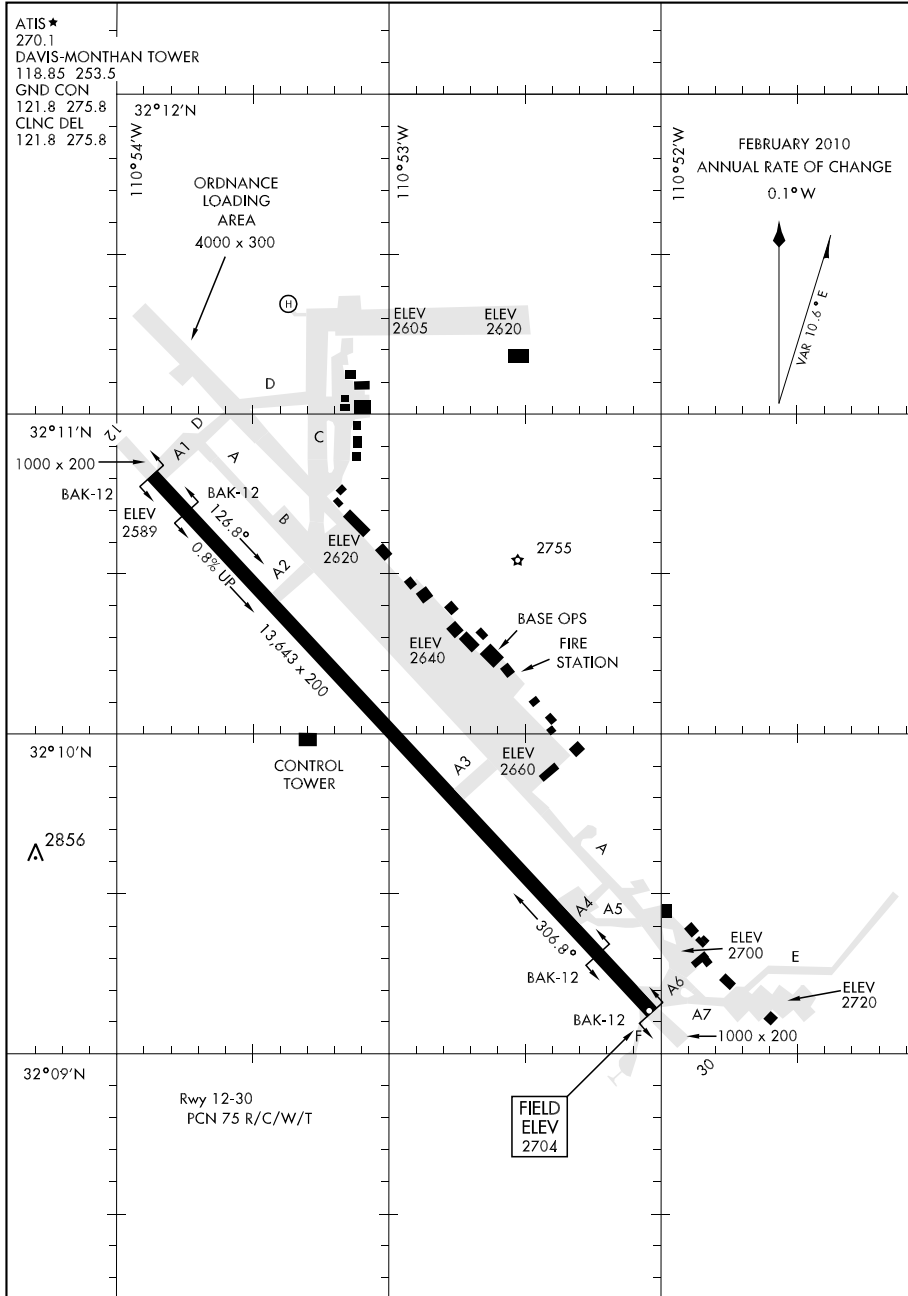
10042

DAVIS-MONTHAN AFB (KDMA)

## AIRPORT DIAGRAM

AFD-429 [USAF]

TUCSON, ARIZONA



## AIRPORT DIAGRAM

TUCSON, ARIZONA

DAVIS-MONTHAN AFB (KDMA)

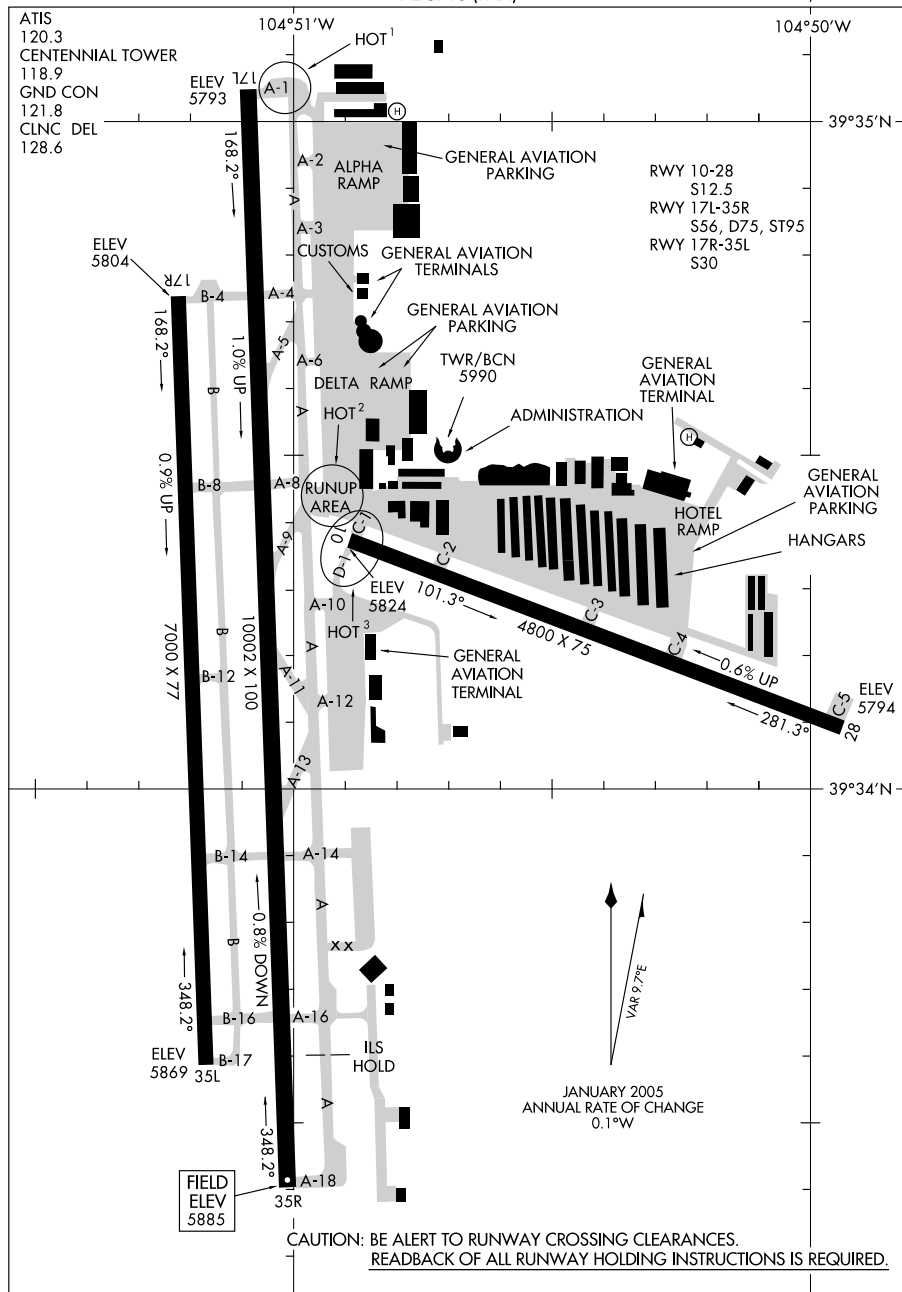
10098

## AIRPORT DIAGRAM

AL-571.5 (FAA)

DENVER/CENTENNIAL (APA)

DENVER, COLORADO



## AIRPORT DIAGRAM

10098

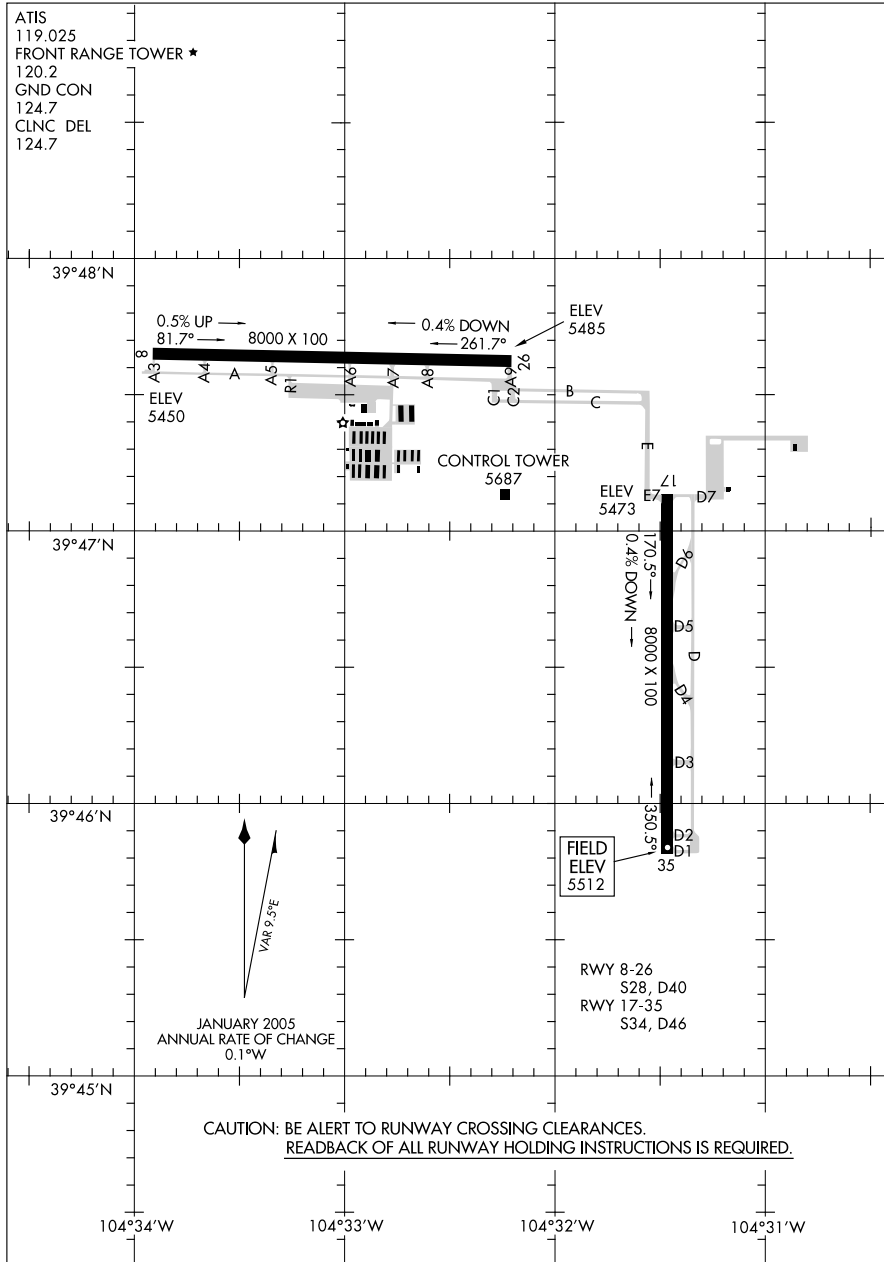
DENVER, COLORADO  
DENVER/CENTENNIAL (APA)



09015

## AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (F'TG)  
DENVER, COLORADO

## AIRPORT DIAGRAM

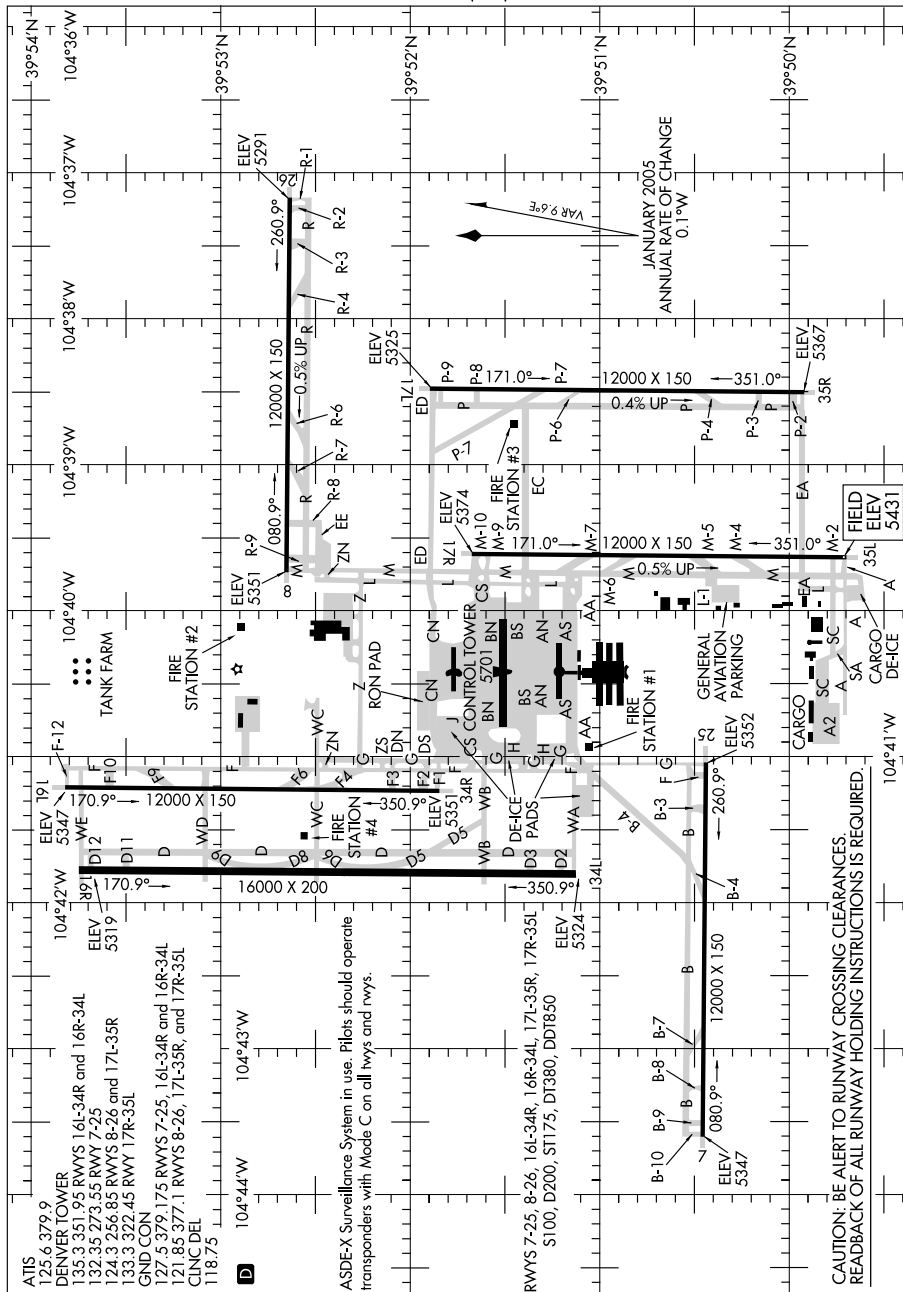
DENVER/FRONT RANGE (F'TG)  
DENVER, COLORADO

09015

09351

## AIRPORT DIAGRAM

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

09351

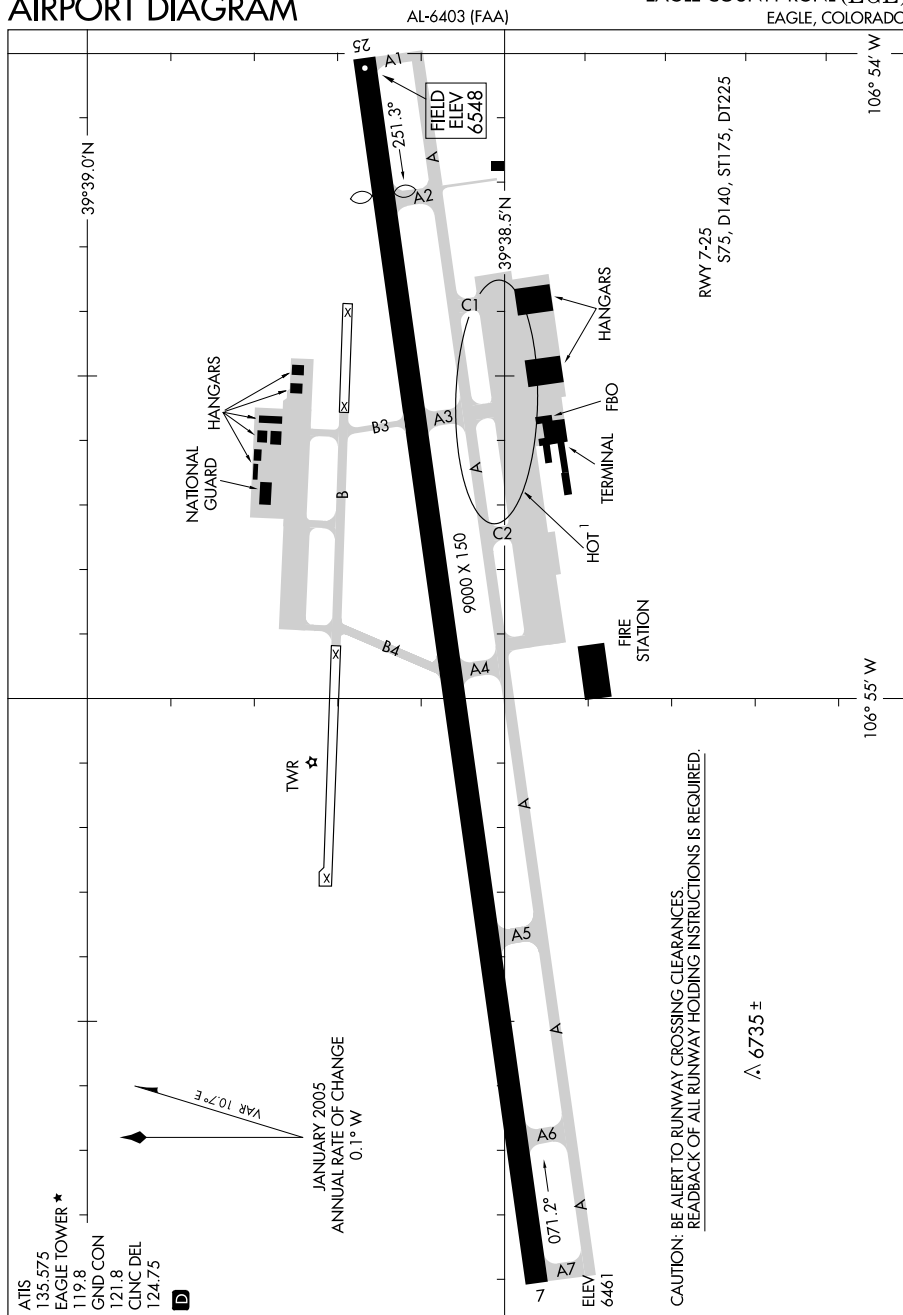
DENVER, COLORADO  
DENVER INTL (DEN)

SW, 03 JUN 2010 to 29 JUL 2010



10042

## AIRPORT DIAGRAM

EAGLE COUNTY RGNL (EGE)  
EAGLE, COLORADO

## AIRPORT DIAGRAM

10042

EAGLE, COLORADO  
EAGLE COUNTY RGNL (EGE)

09239

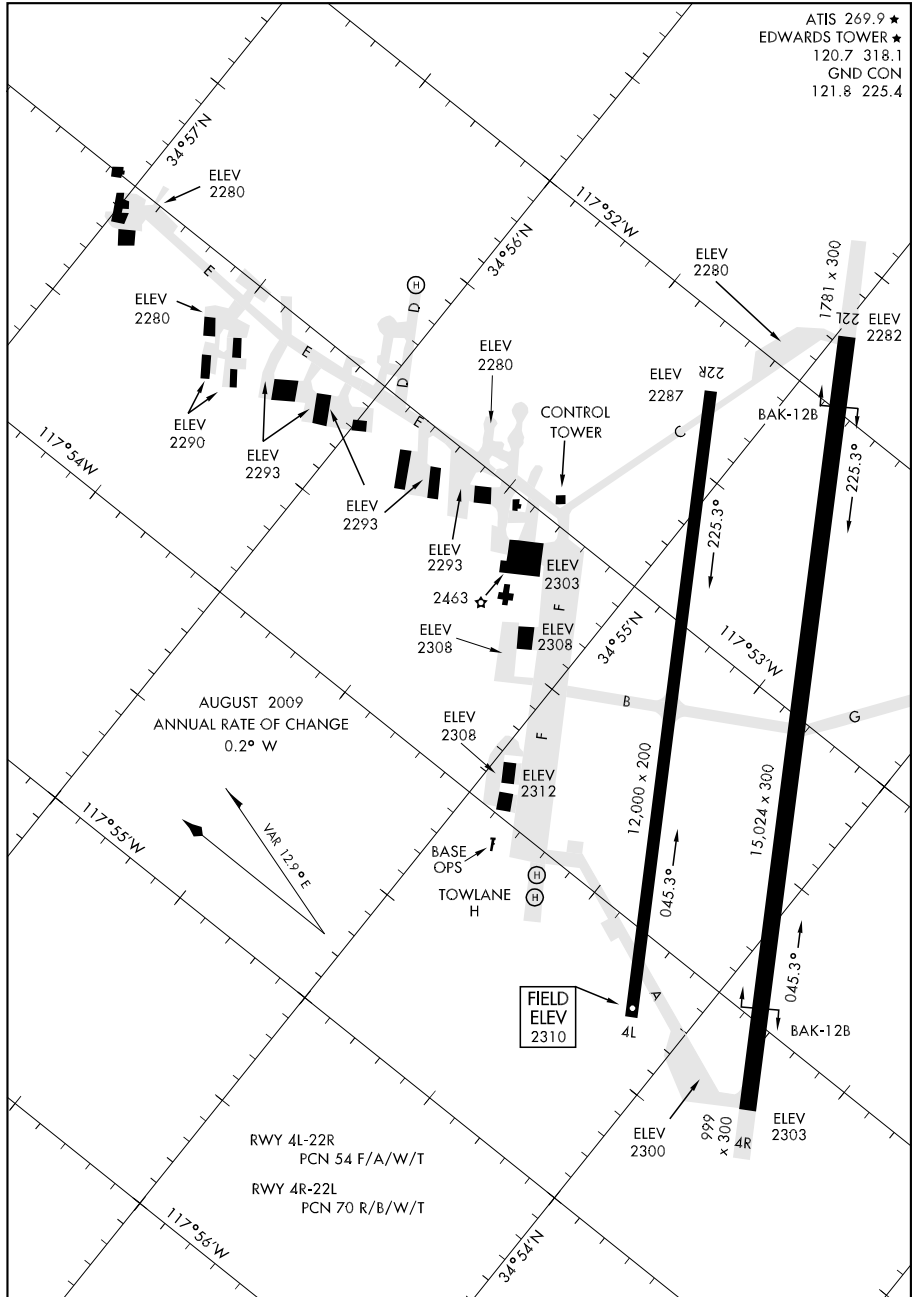
## AIRPORT DIAGRAM

AFD-500 [USAF]

EDWARDS AFB (KEDW)

EDWARDS, CALIFORNIA

ATIS 269.9 ★  
EDWARDS TOWER ★  
120.7 318.1  
GND CON  
121.8 225.4



## AIRPORT DIAGRAM

EDWARDS, CALIFORNIA

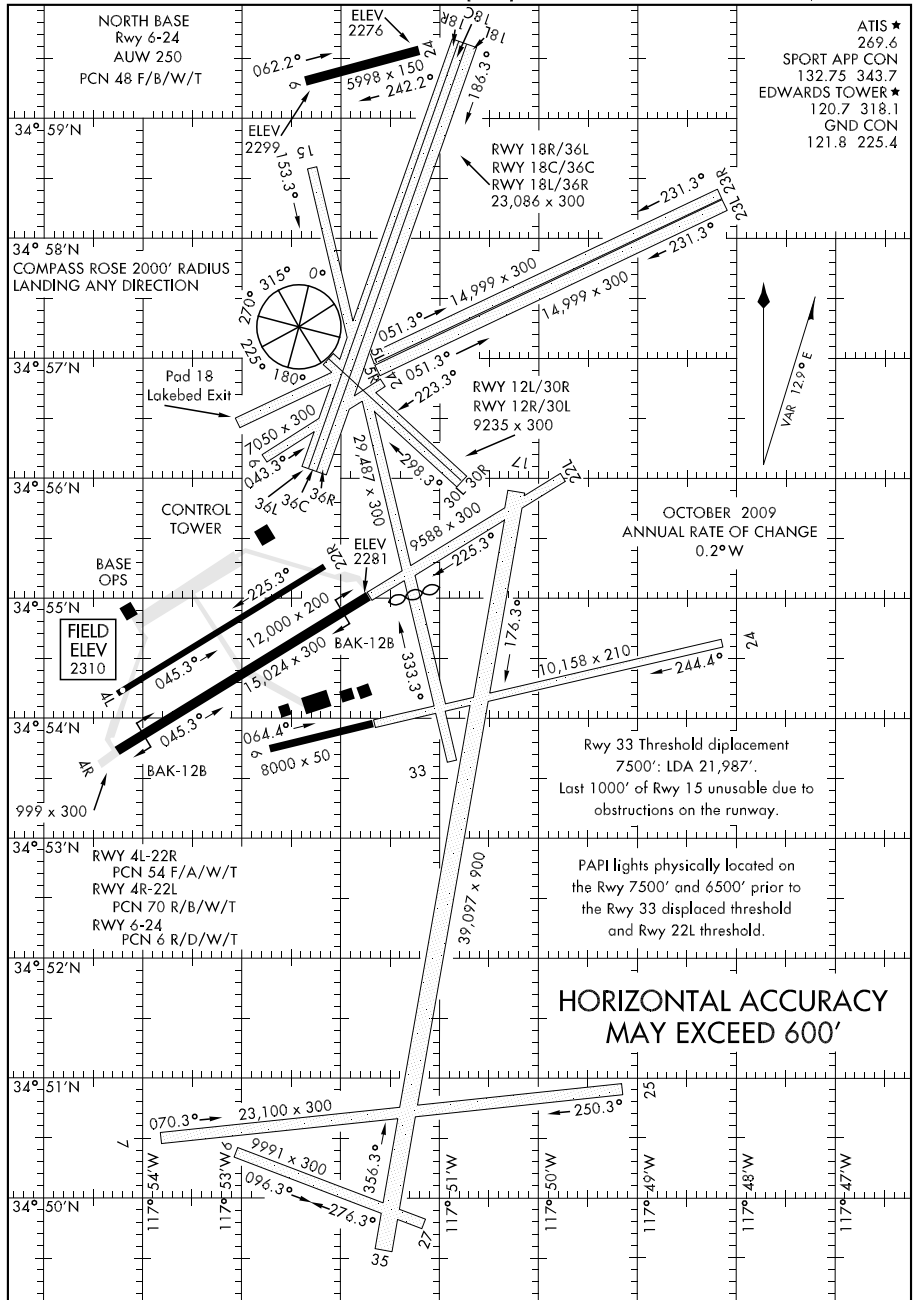
EDWARDS AFB (KEDW)

09295

# AIRPORT DIAGRAM

EDWARDS/ROGERS LAKEBED (KEDW)

EDWARDS, CALIFORNIA



# AIRPORT DIAGRAM

EDWARDS, CALIFORNIA

EDWARDS/ROGERS LAKEBED (KEDW)

SW, 03 JUN 2010 to 29 JUL 2010

07354

## AIRPORT DIAGRAM

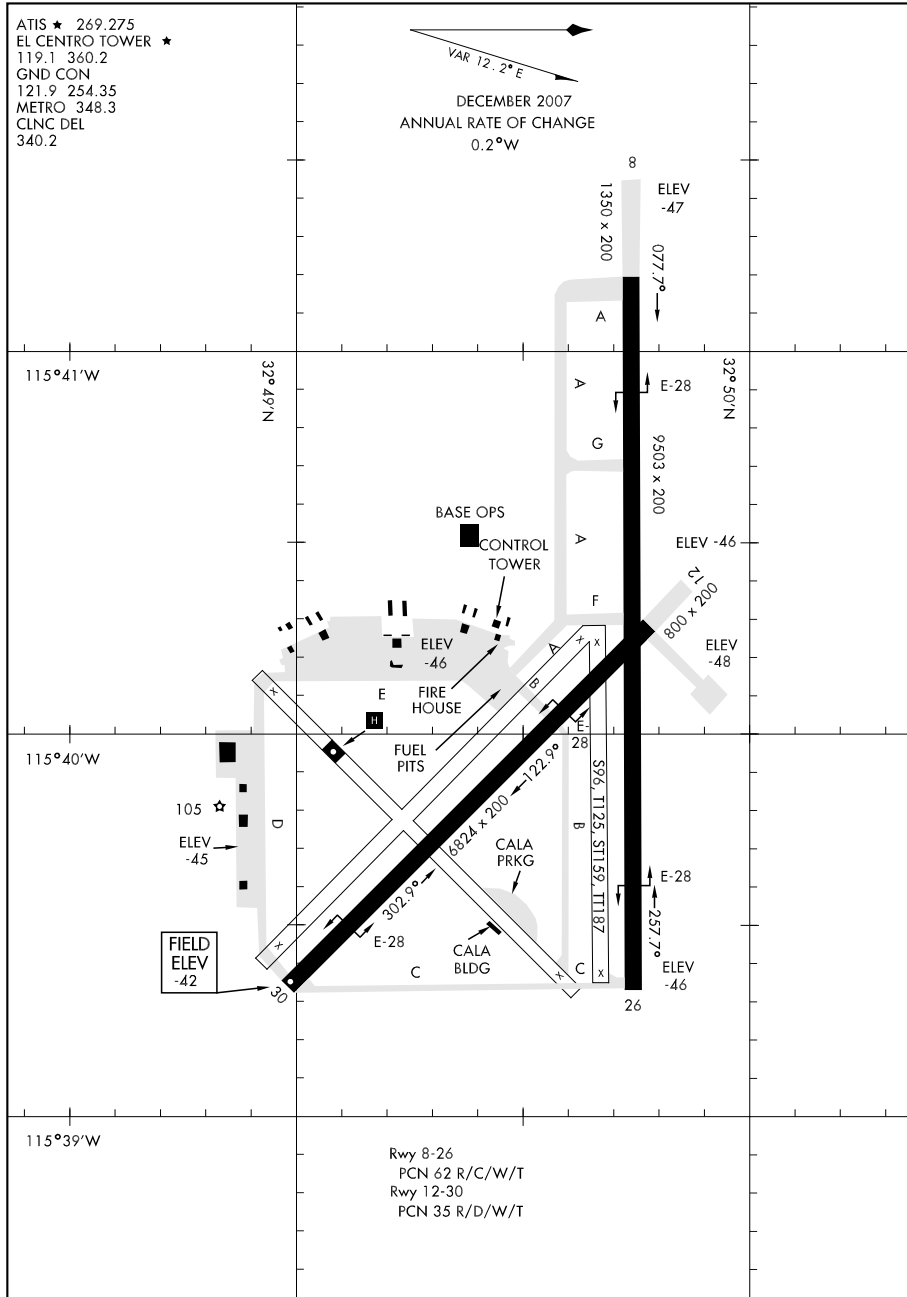
EL CENTRO NAF (KNJK)

EL CENTRO, CALIFORNIA

ATIS ★ 269.275  
 EL CENTRO TOWER ★  
 119.1 360.2  
 GND CON  
 121.9 254.35  
 METRO 348.3  
 CLNC DEL  
 340.2

AFD-472 [USN]

DECEMBER 2007  
 ANNUAL RATE OF CHANGE  
 0.2°W



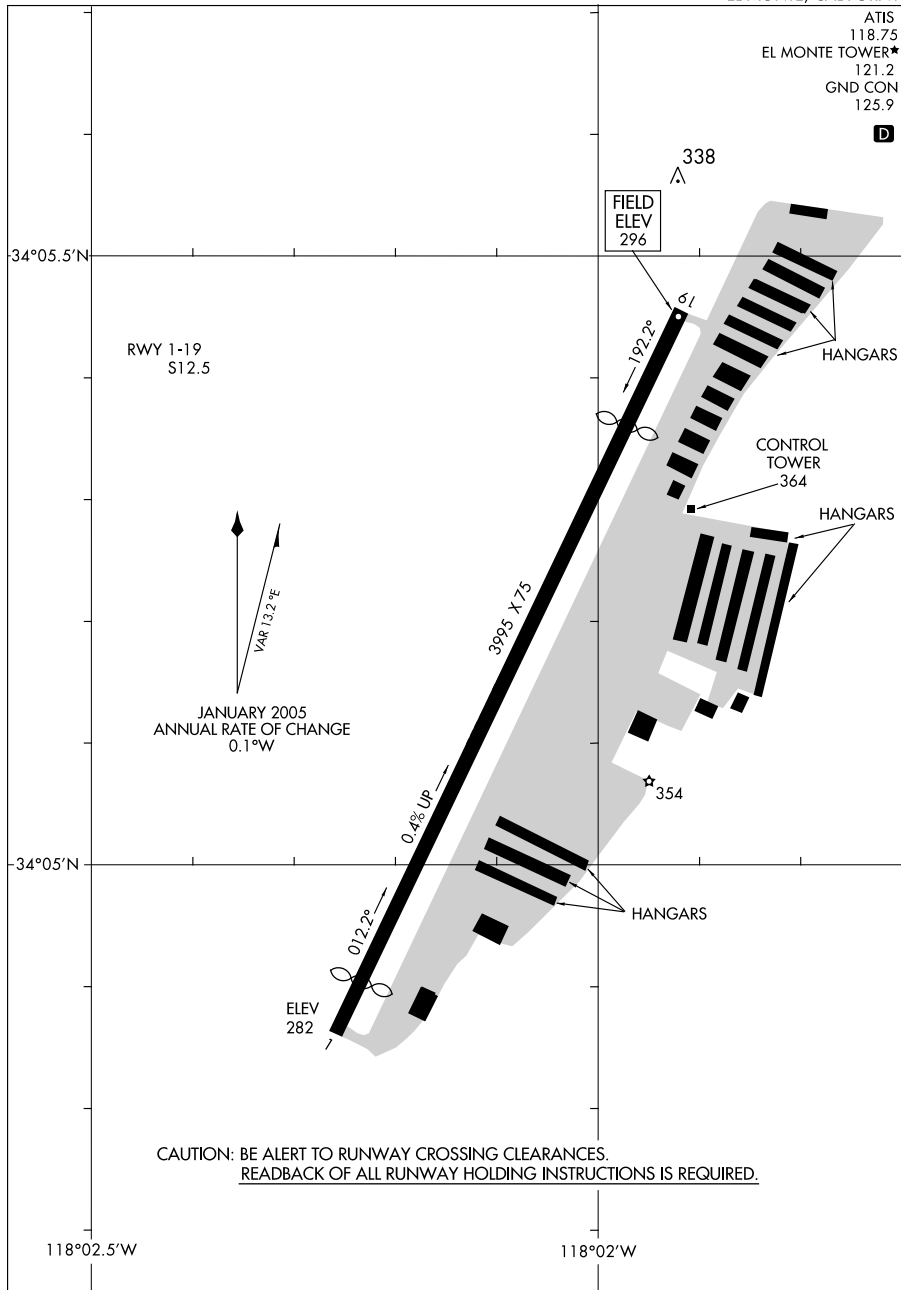
## AIRPORT DIAGRAM

EL CENTRO, CALIFORNIA  
 EL CENTRO NAF (KNJK)

09071

## AIRPORT DIAGRAM

AL-5639 (FAA)

EL MONTE (EMT)  
EL MONTE, CALIFORNIA

## AIRPORT DIAGRAM

09071

EL MONTE, CALIFORNIA  
EL MONTE (EMT)

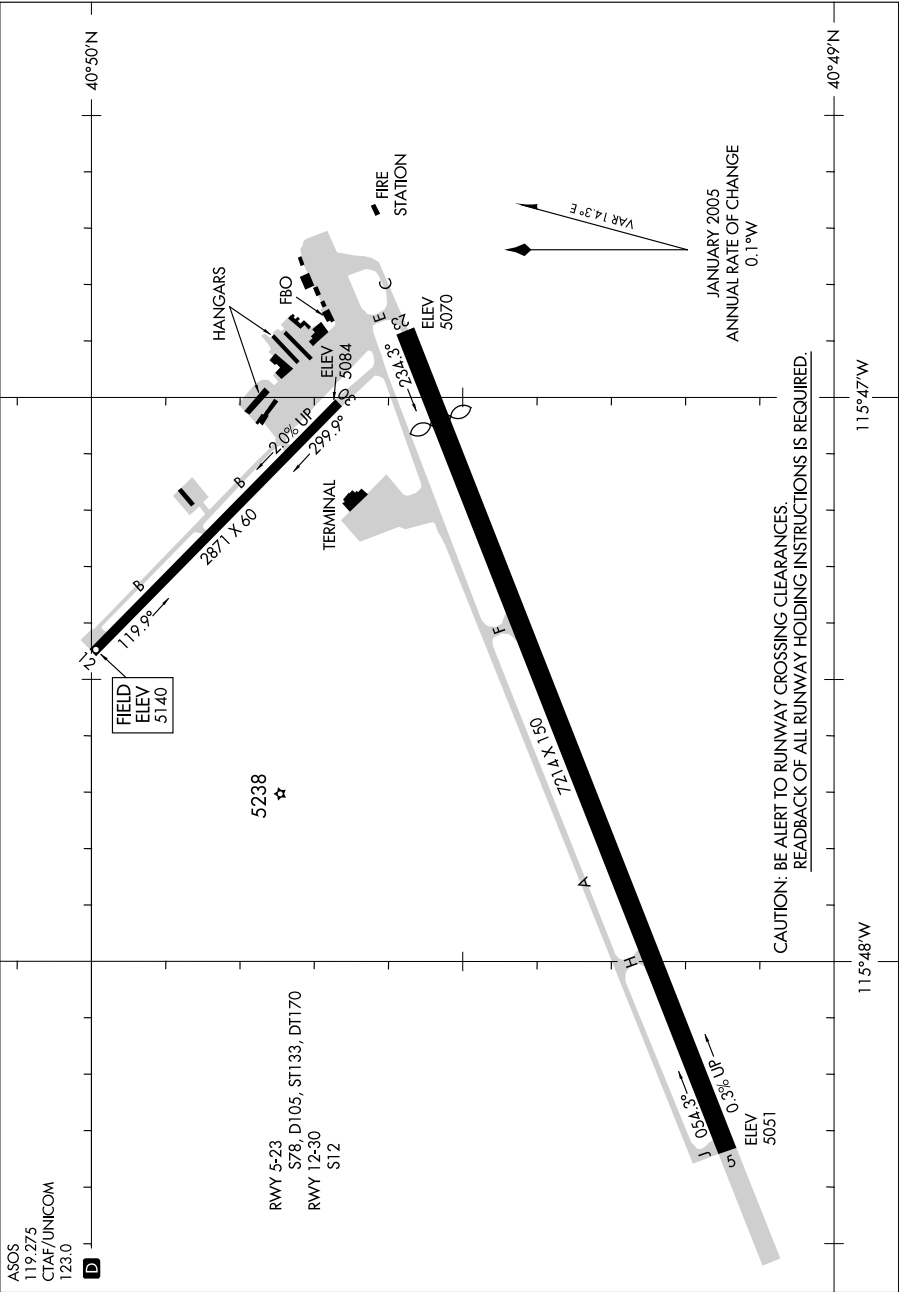


09071

AIRPORT DIAGRAM

AL-129 (FAA)

ELKO RGNL (EKO)  
ELKO, NEVADA



AIRPORT DIAGRAM

09071

ELKO, NEVADA  
ELKO RGNL (EKO)

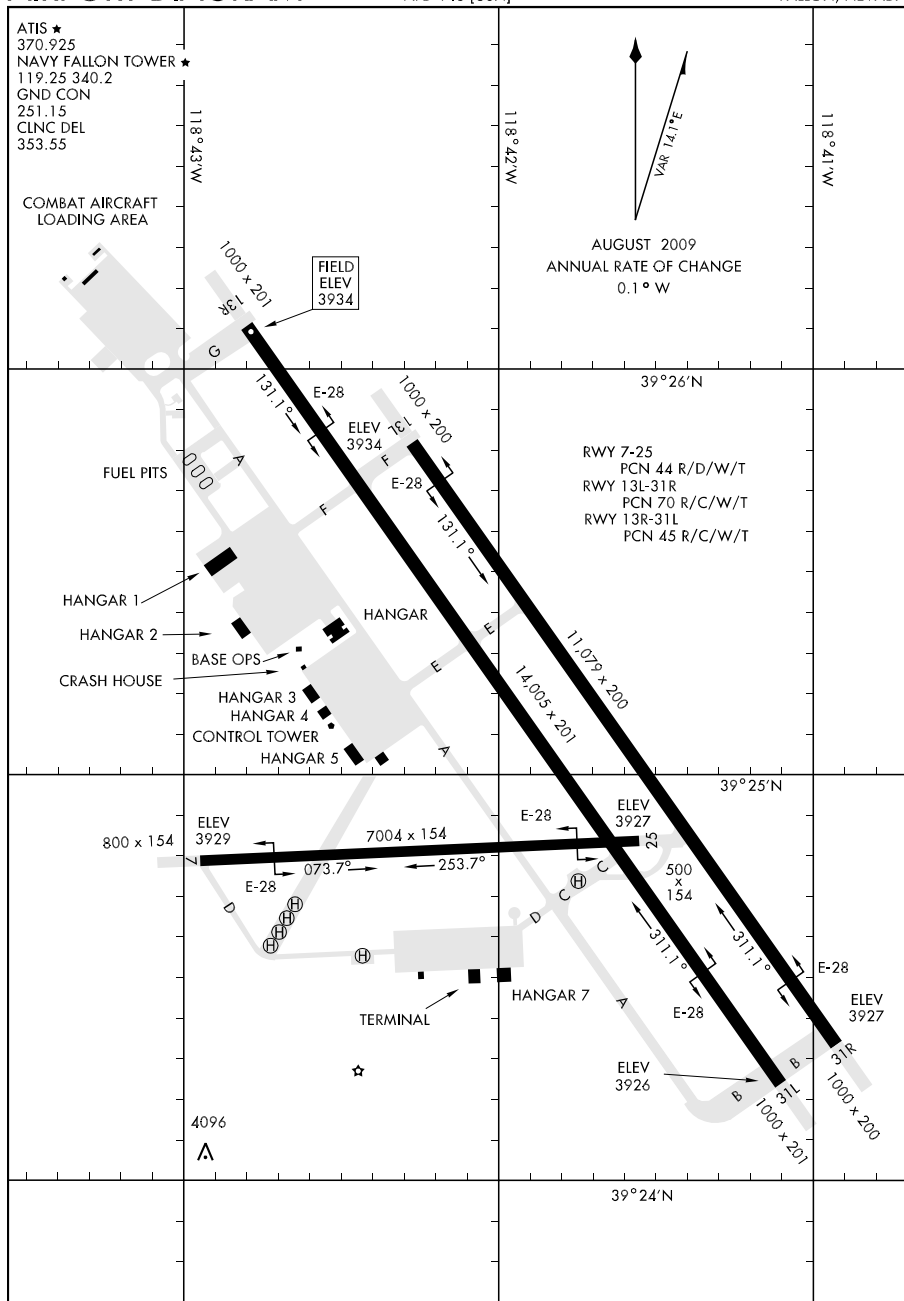
09267

## AIRPORT DIAGRAM

AFD-143 [USN]

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

FALLON, NEVADA



## AIRPORT DIAGRAM

FALLON, NEVADA

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

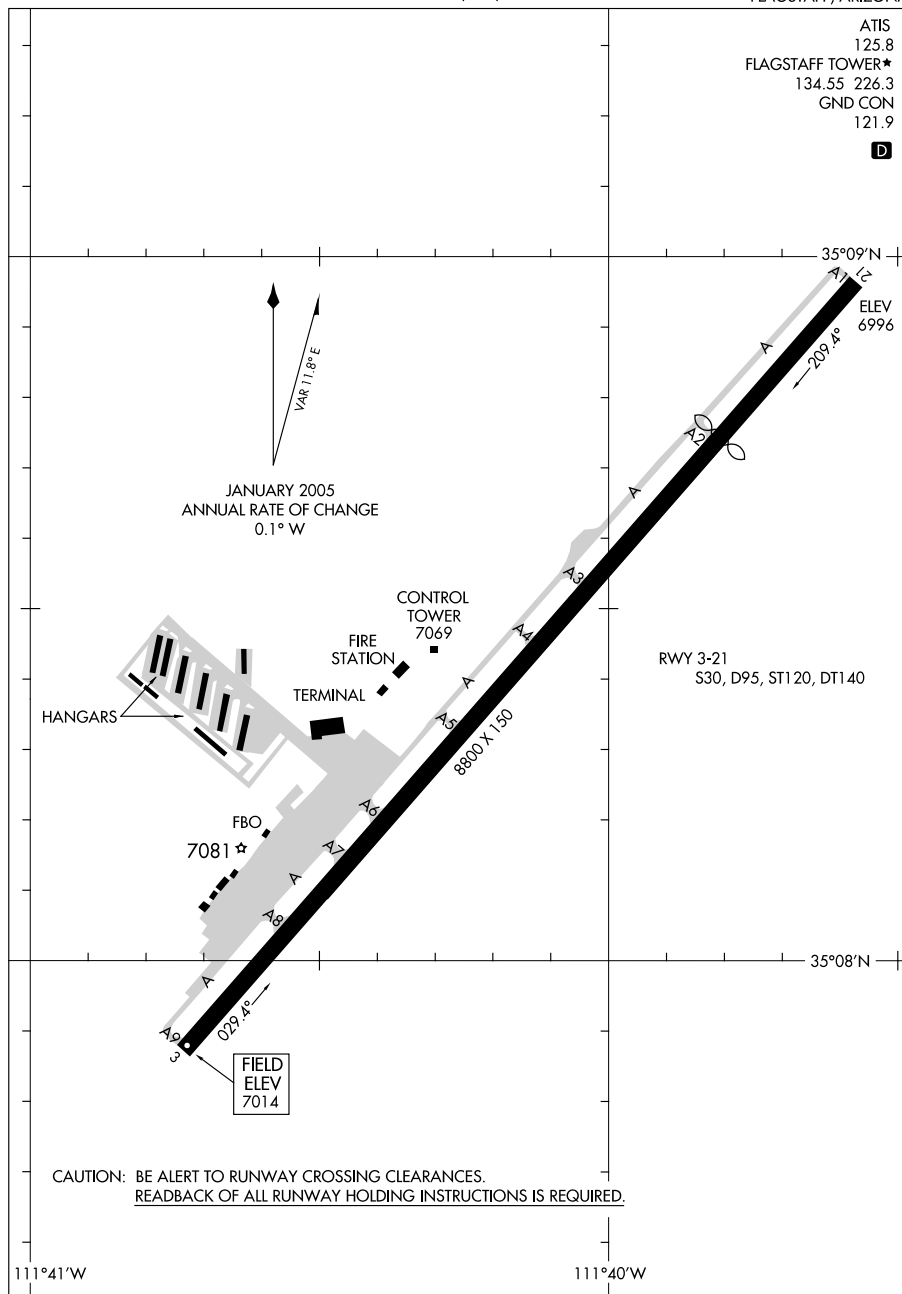
FARMINGTON/ FOUR CORNERS RGNL (FMN)  
AL-493 (FAA) FARMINGTON, NEW MEXICO



09239

## AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)  
FLAGSTAFF, ARIZONA

## AIRPORT DIAGRAM

09239

FLAGSTAFF, ARIZONA  
FLAGSTAFF PULLIAM (FLG)

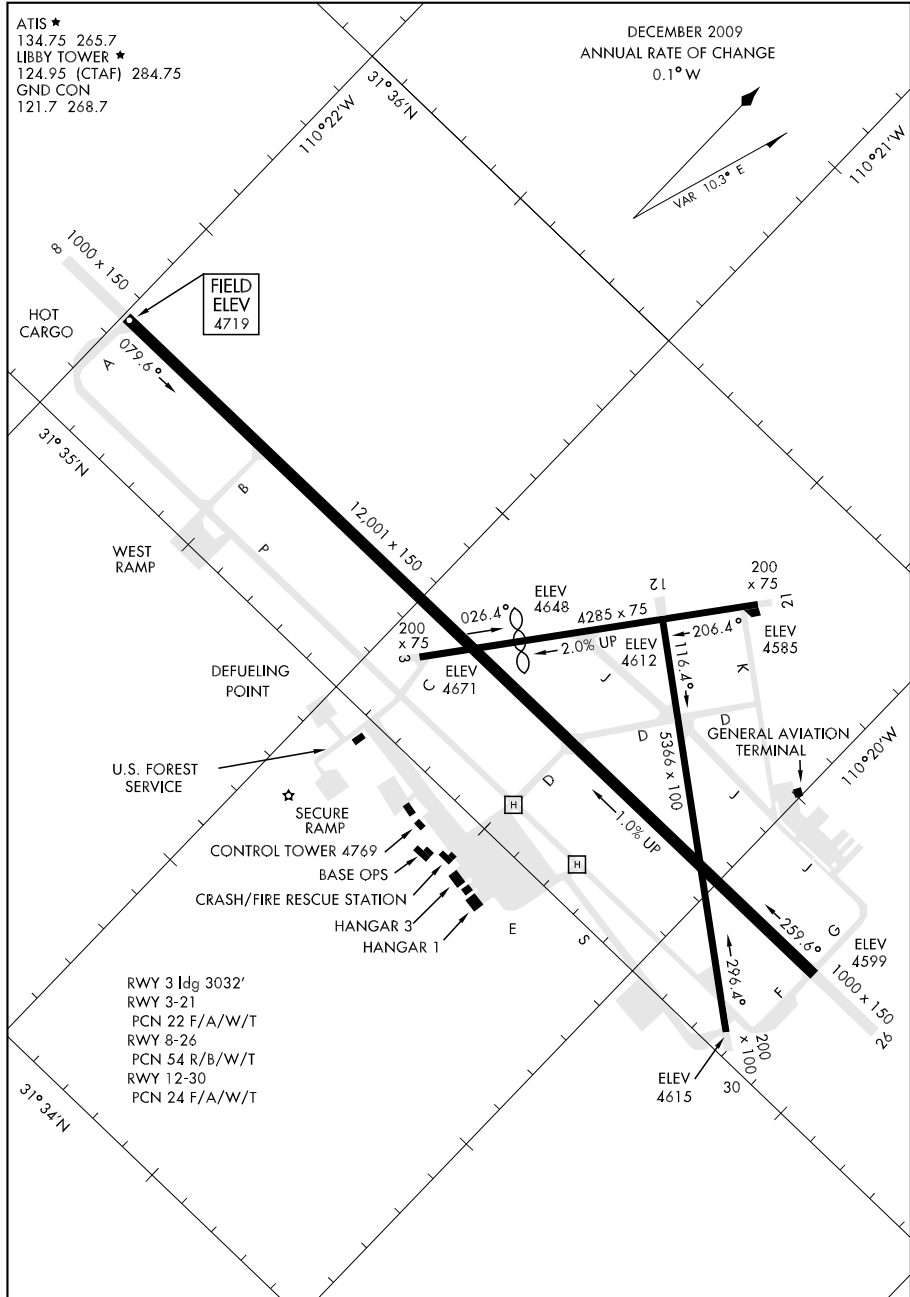
09351

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (KFHU)

## AIRPORT DIAGRAM

AFD-5081 [USA]

FORT HUACHUCA/SIERRA VISTA, ARIZONA



## AIRPORT DIAGRAM

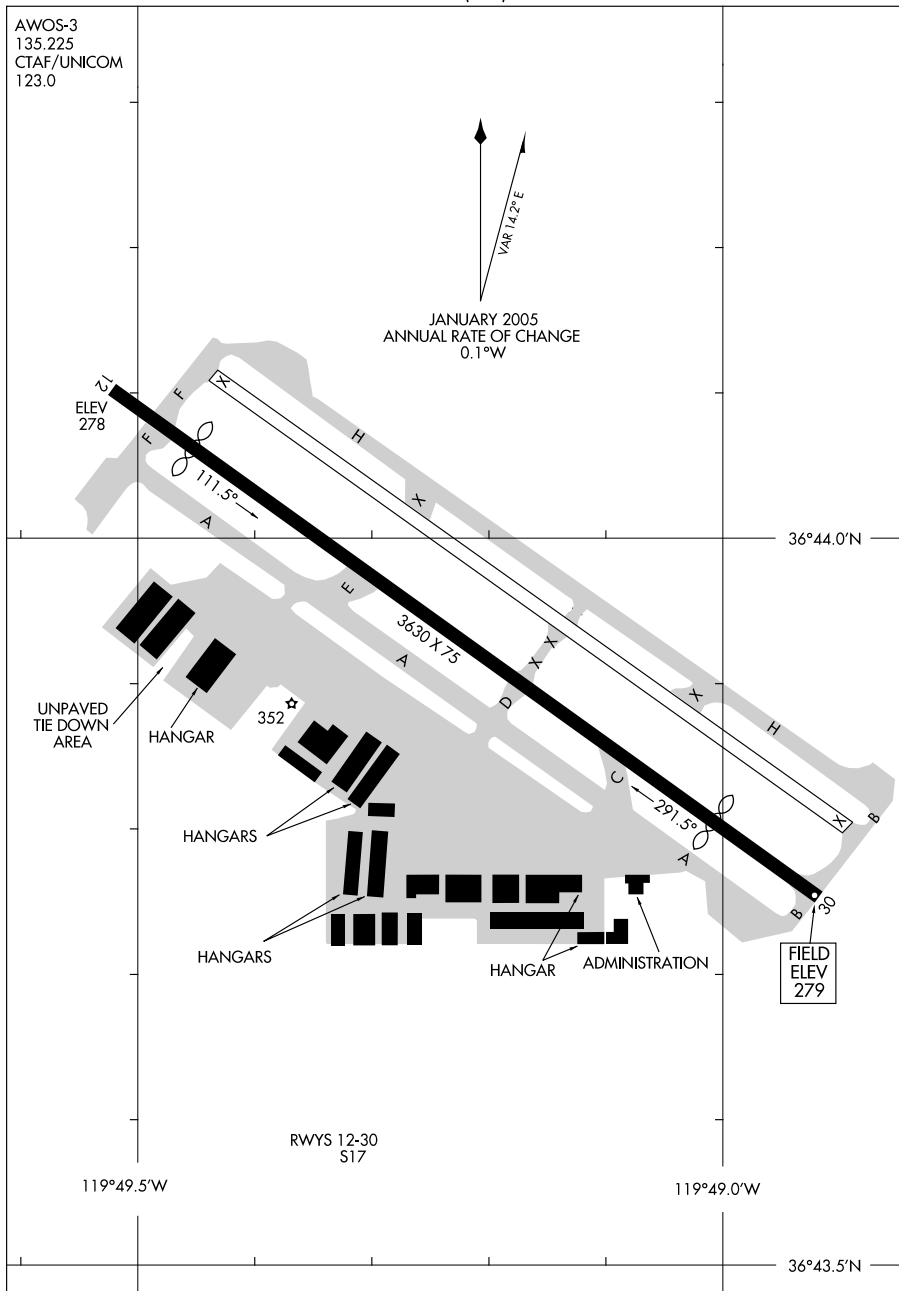
FORT HUACHUCA/SIERRA VISTA, ARIZONA

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (KFHU)

09071

## AIRPORT DIAGRAM

AL-161 (FAA)

FRESNO CHANDLER EXECUTIVE (FCH)  
FRESNO, CALIFORNIA

## AIRPORT DIAGRAM

09071

FRESNO, CALIFORNIA  
FRESNO CHANDLER EXECUTIVE (FCH)

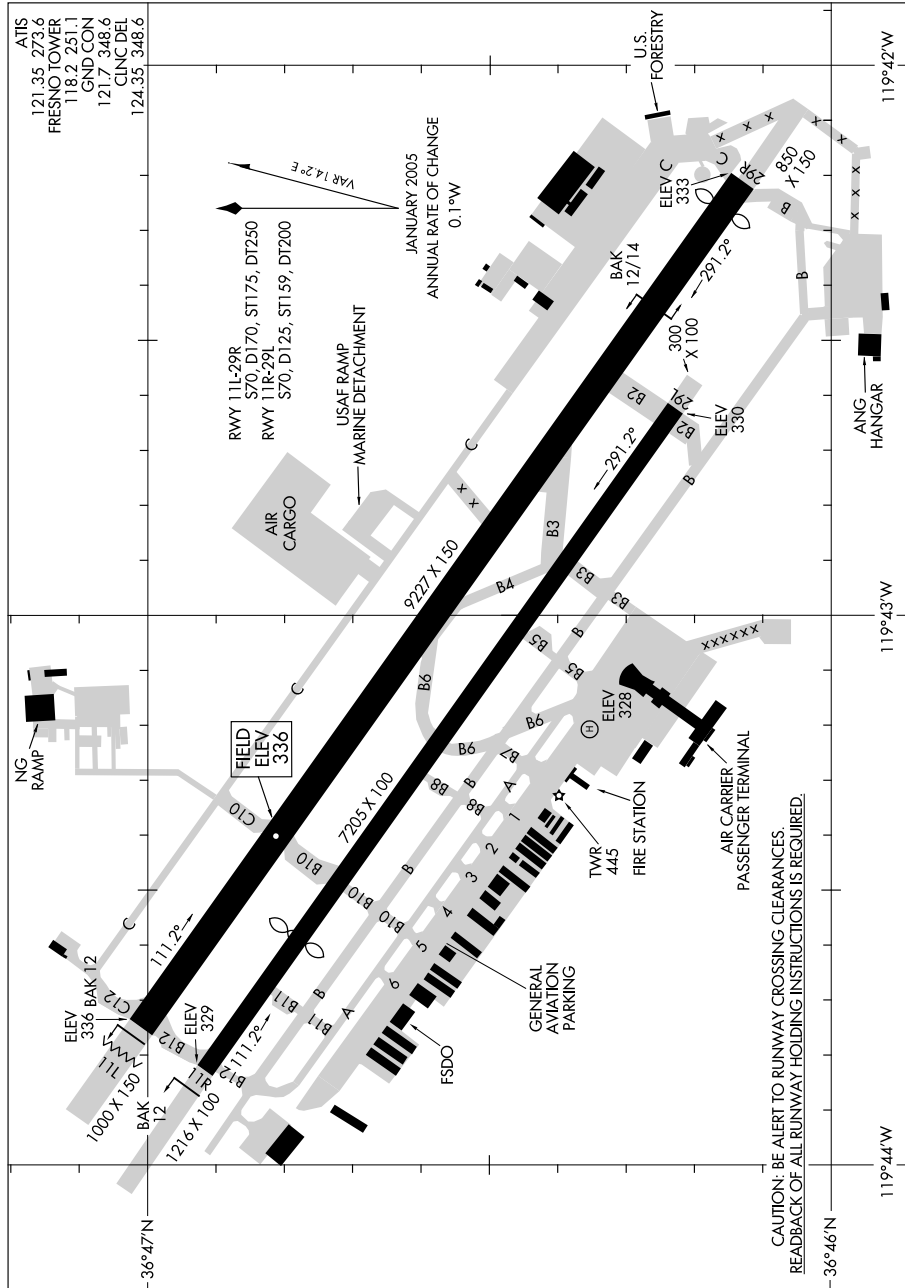
09351

## AIRPORT DIAGRAM

AL-162 (FAA)

FRESNO YOSEMITE INTL (FAT)

FRESNO, CALIFORNIA



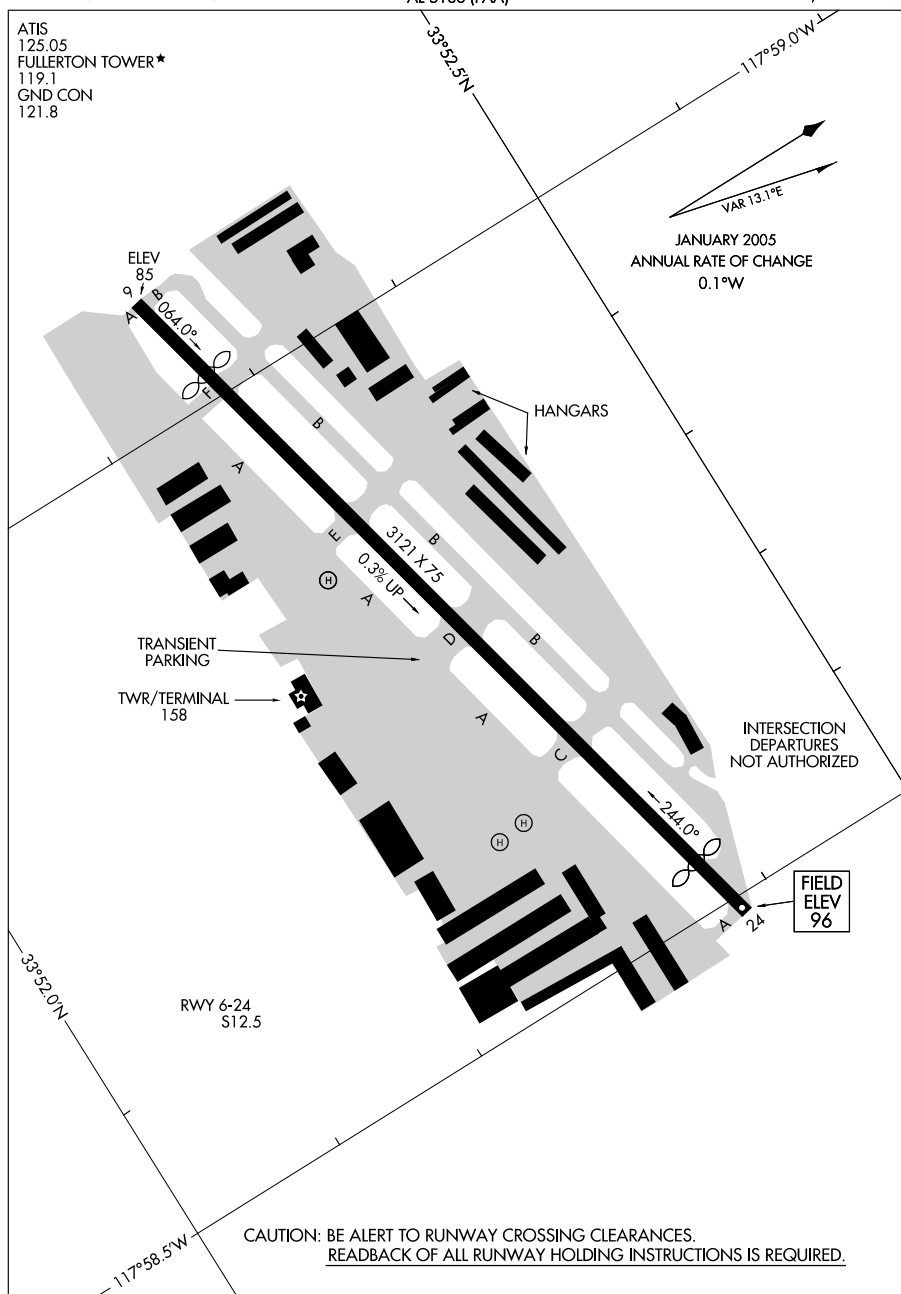
## AIRPORT DIAGRAM

09351

FRESNO, CALIFORNIA  
FRESNO YOSEMITE INTL (FAT)

09295

## AIRPORT DIAGRAM

FULLERTON MUNI (FUL)  
FULLERTON, CALIFORNIA

## AIRPORT DIAGRAM

09295

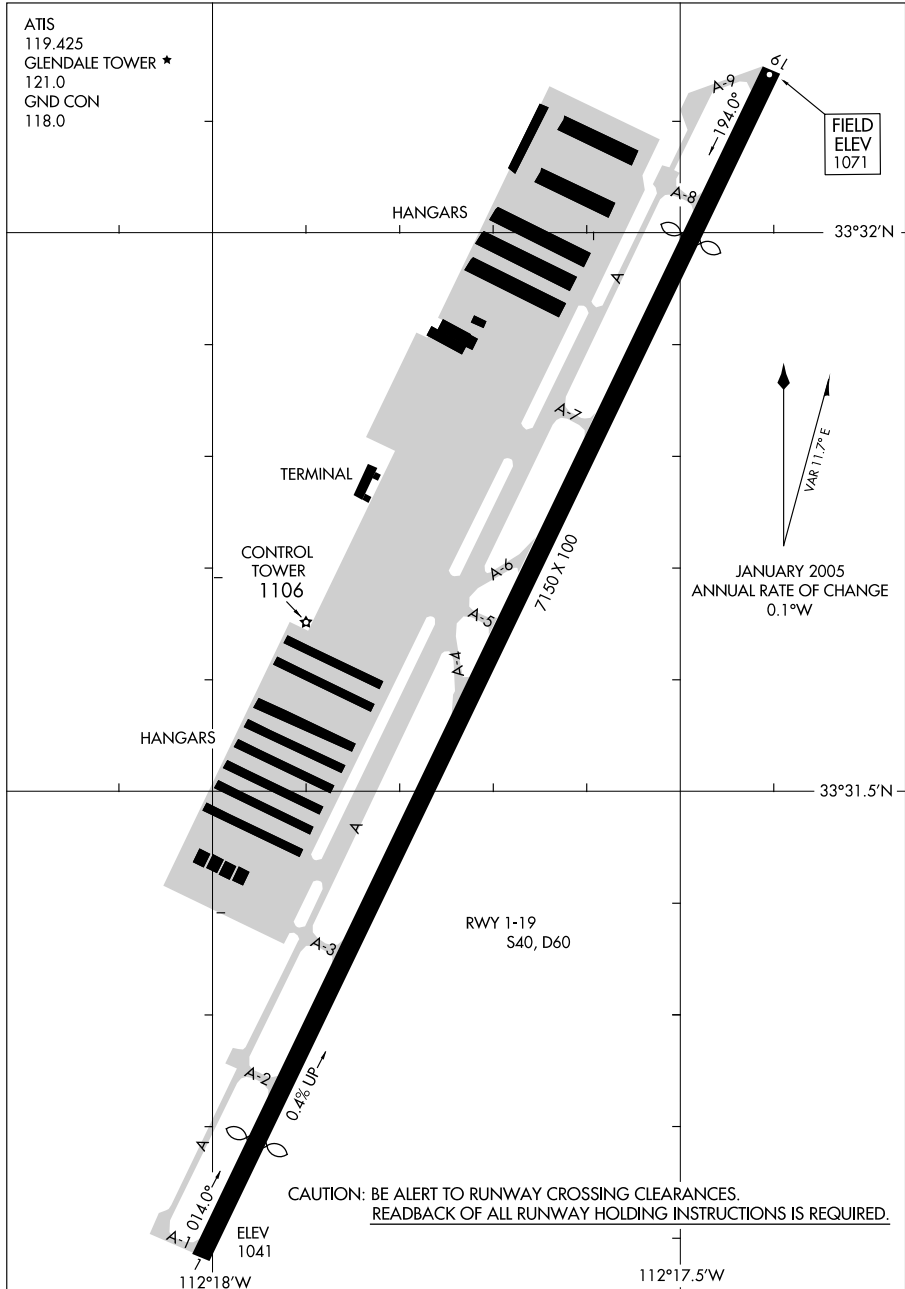
FULLERTON, CALIFORNIA  
FULLERTON MUNI (FUL)



09071

## AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GEU)  
GLENDALE, ARIZONA

## AIRPORT DIAGRAM

09071

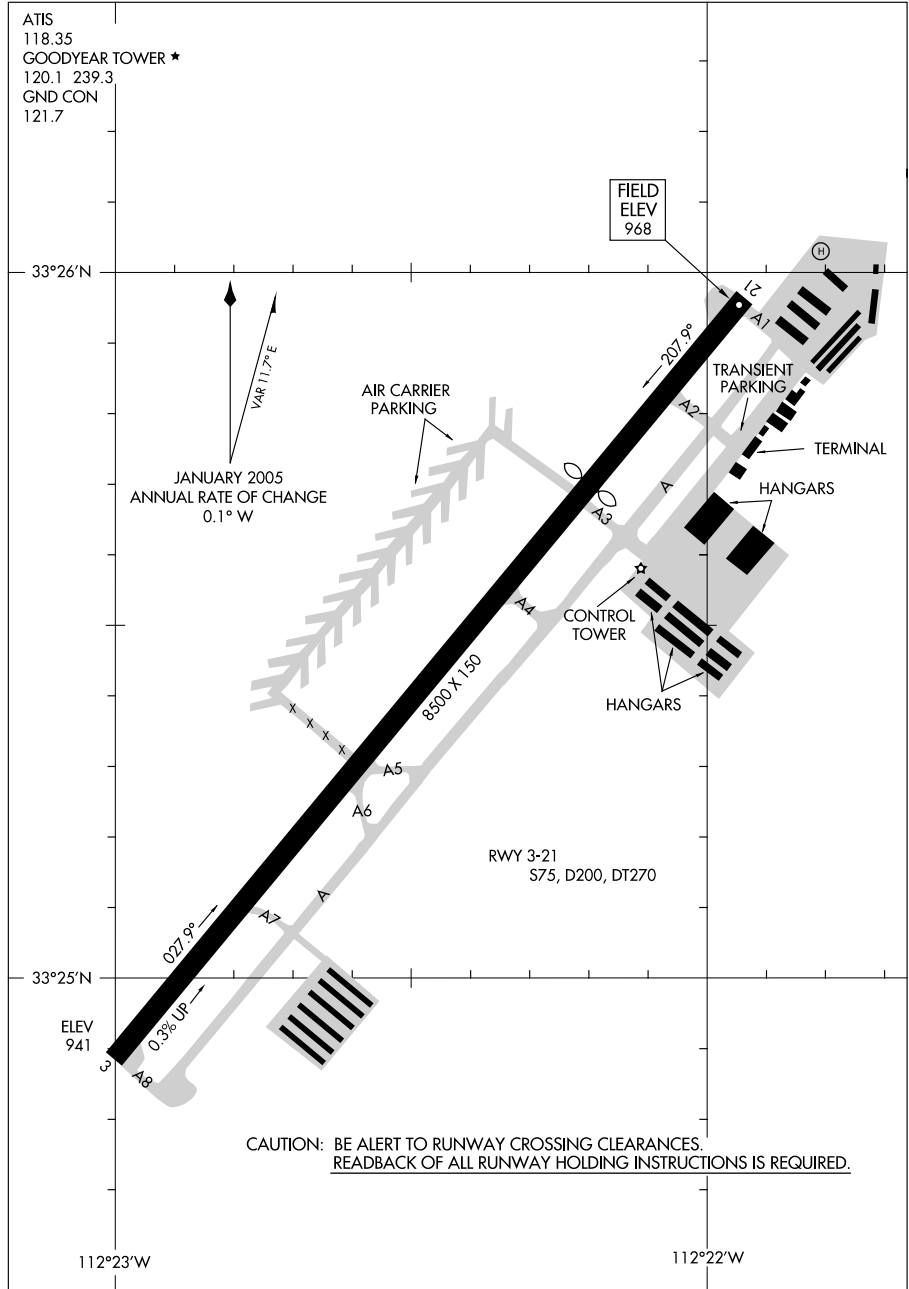
GLENDALE, ARIZONA  
GLENDALE MUNI (GEU)

09071

AIRPORT DIAGRAM

AL-6648 (FAA)

GOODYEAR/ PHOENIX GOODYEAR (GYR)  
GOODYEAR, ARIZONA



AIRPORT DIAGRAM

09071

GOODYEAR, ARIZONA  
GOODYEAR/ PHOENIX GOODYEAR (GYR)

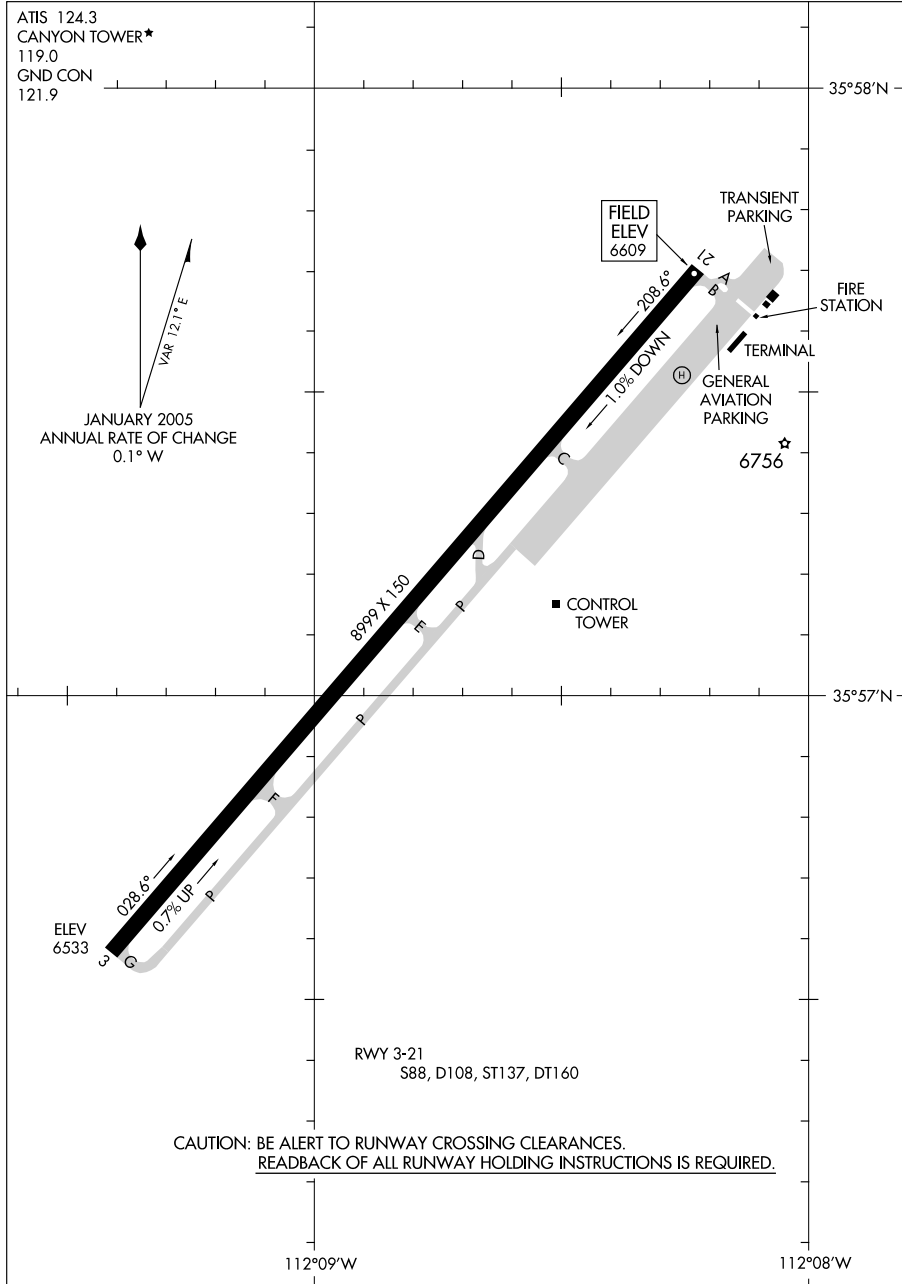
06271

# AIRPORT DIAGRAM

GRAND CANYON NATIONAL PARK (GCN)

AL-5381 (FAA)

GRAND CANYON, ARIZONA



# AIRPORT DIAGRAM

06271

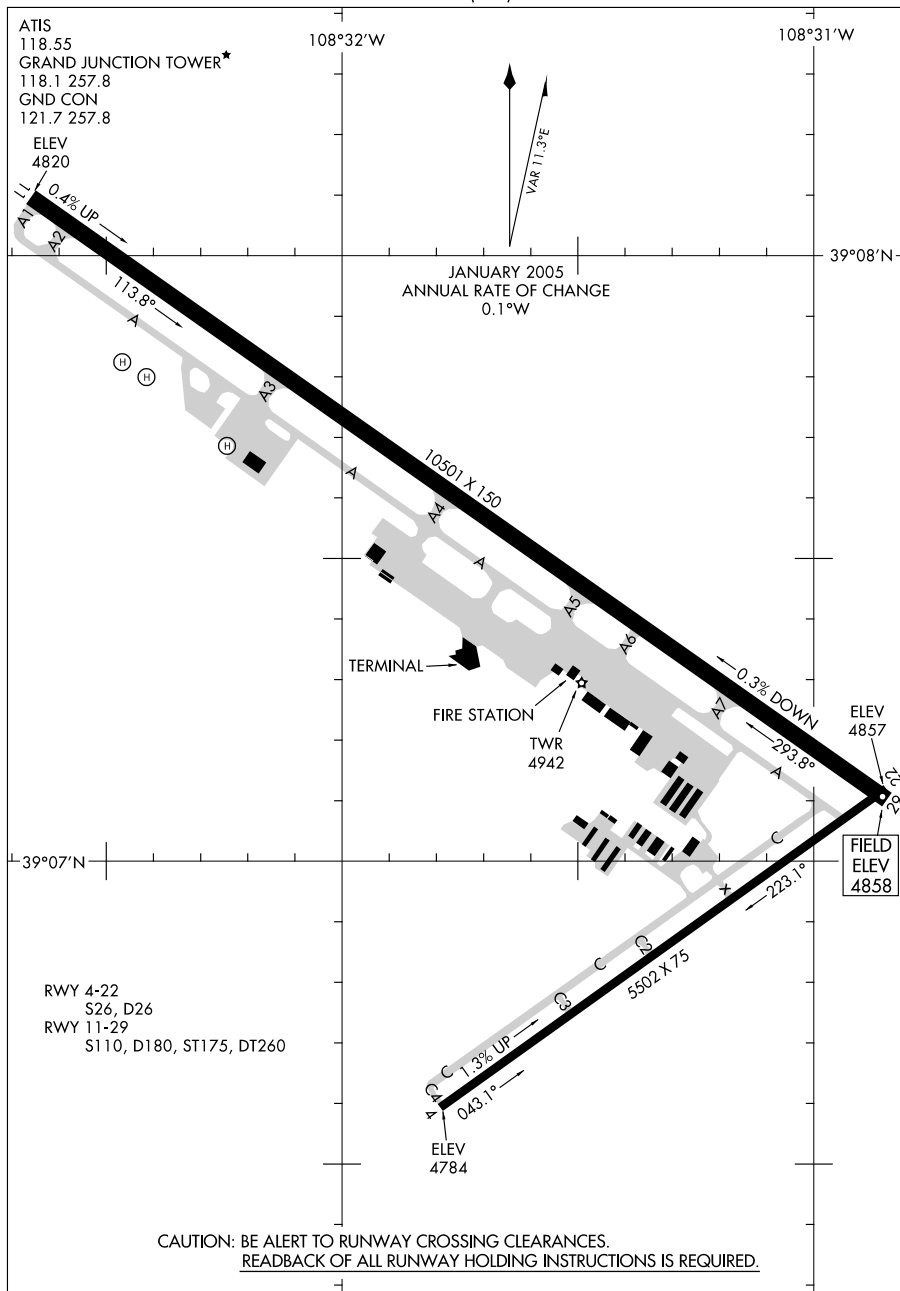
GRAND CANYON, ARIZONA

GRAND CANYON NATIONAL PARK (GCN)

10098

## AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)  
GRAND JUNCTION, COLORADO

## AIRPORT DIAGRAM

10098

GRAND JUNCTION, COLORADO  
GRAND JUNCTION RGNL (GJT)

06327

## AIRPORT DIAGRAM

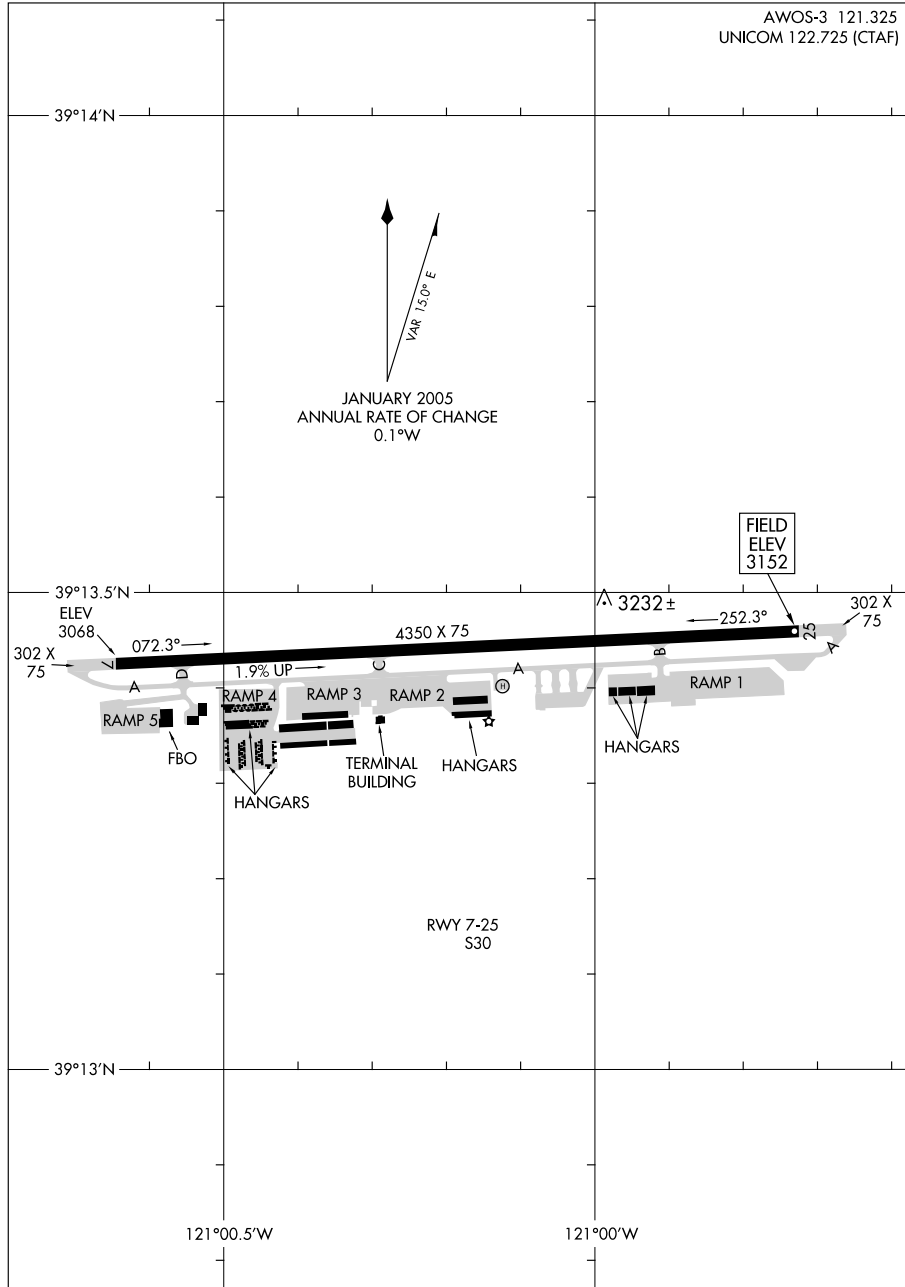
GRASS VALLEY/ NEVADA COUNTY AIRPARK (GOO)

AL-6659 (FAA)

GRASS VALLEY, CALIFORNIA

AWOS-3 121.325

UNICOM 122.725 (CTAF)



## AIRPORT DIAGRAM

06327

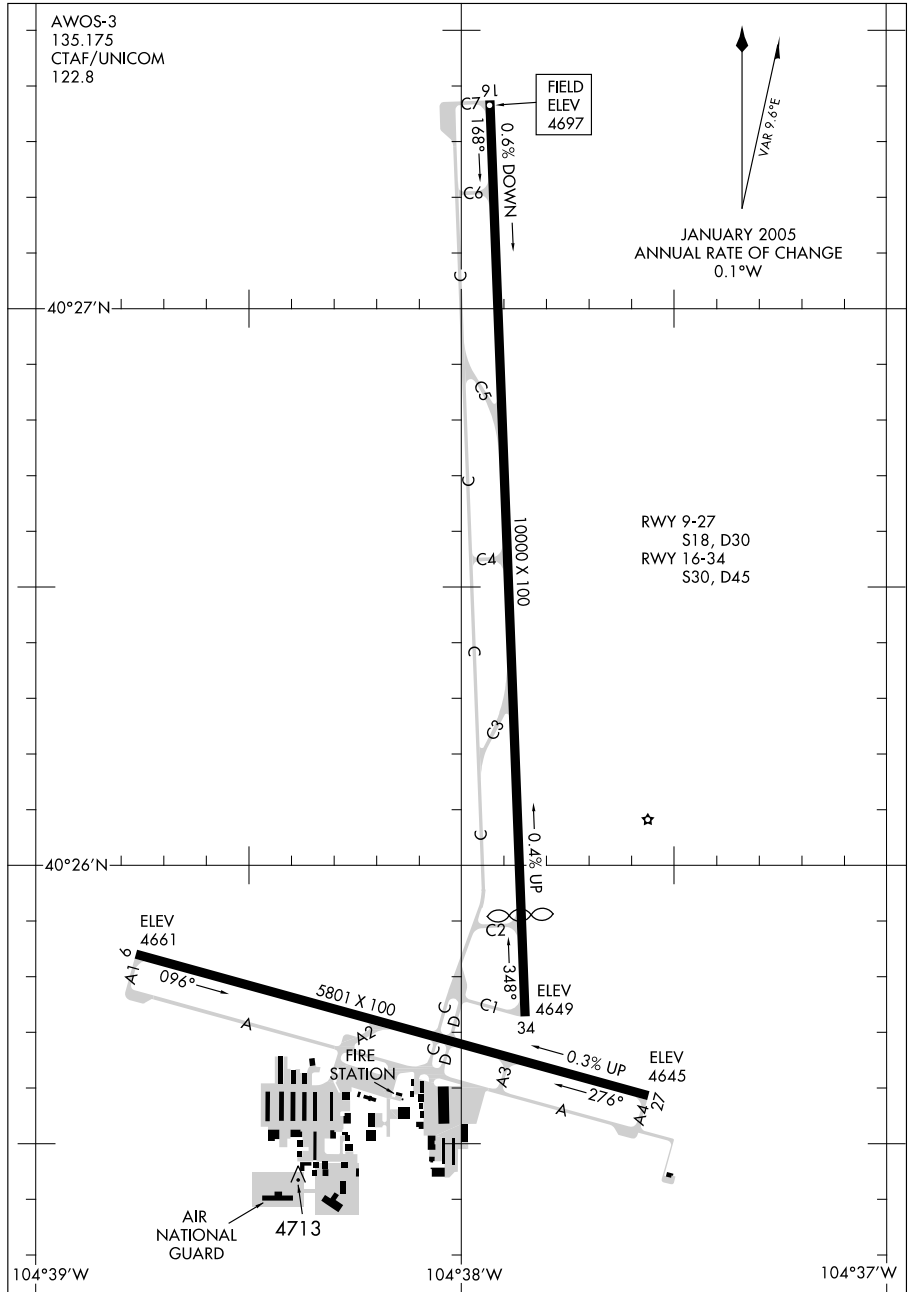
GRASS VALLEY, CALIFORNIA  
GRASS VALLEY/ NEVADA COUNTY AIRPARK (GOO)

09071

AIRPORT DIAGRAM

GREELEY-WELD COUNTY (GXY)  
GREELEY, COLORADO

AL-325 (FAA)



AIRPORT DIAGRAM

GREELEY, COLORADO  
GREELEY-WELD COUNTY (GXY)

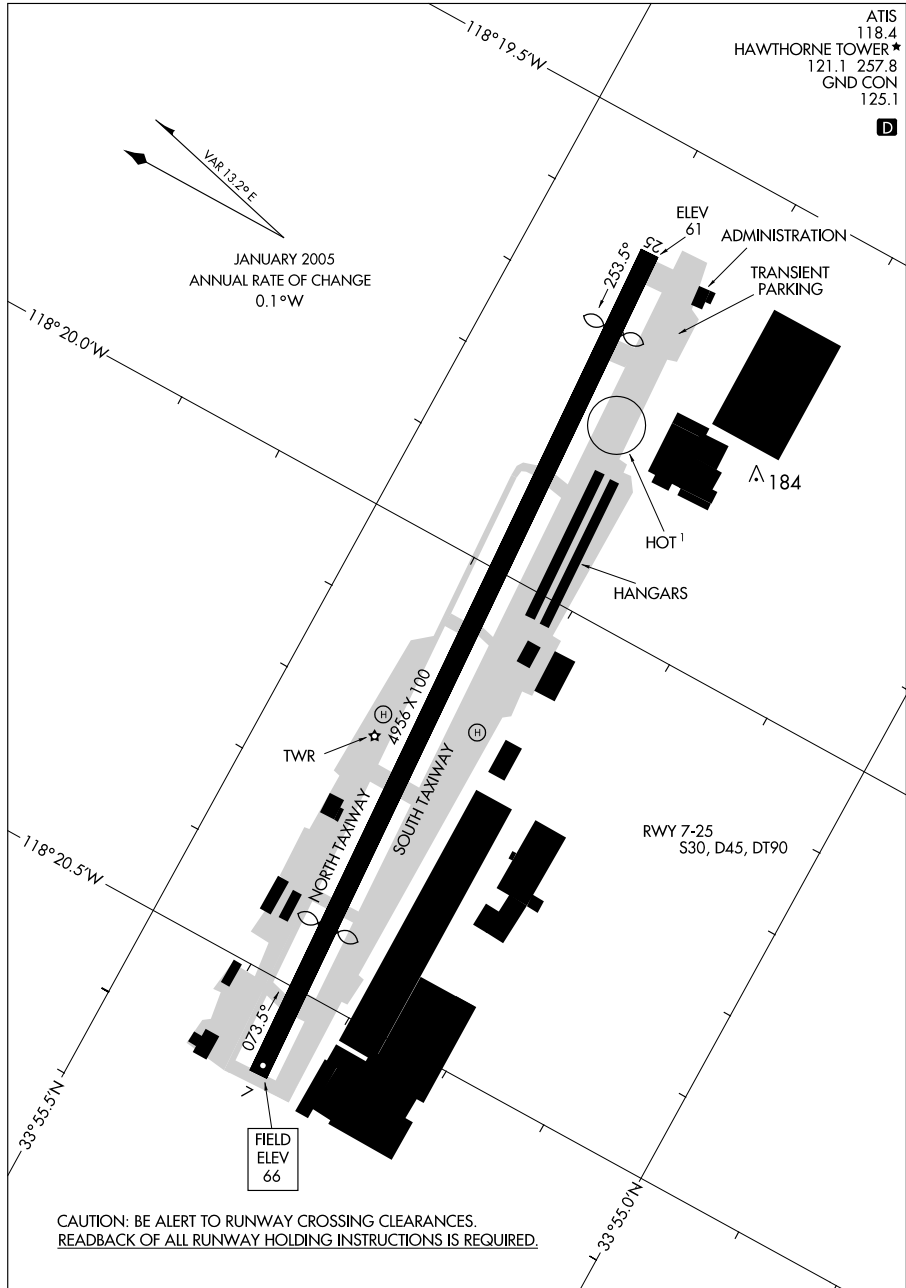
09071

10154

## AIRPORT DIAGRAM

HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)  
AL-5120 (FAA)

HAWTHORNE, CALIFORNIA



## AIRPORT DIAGRAM

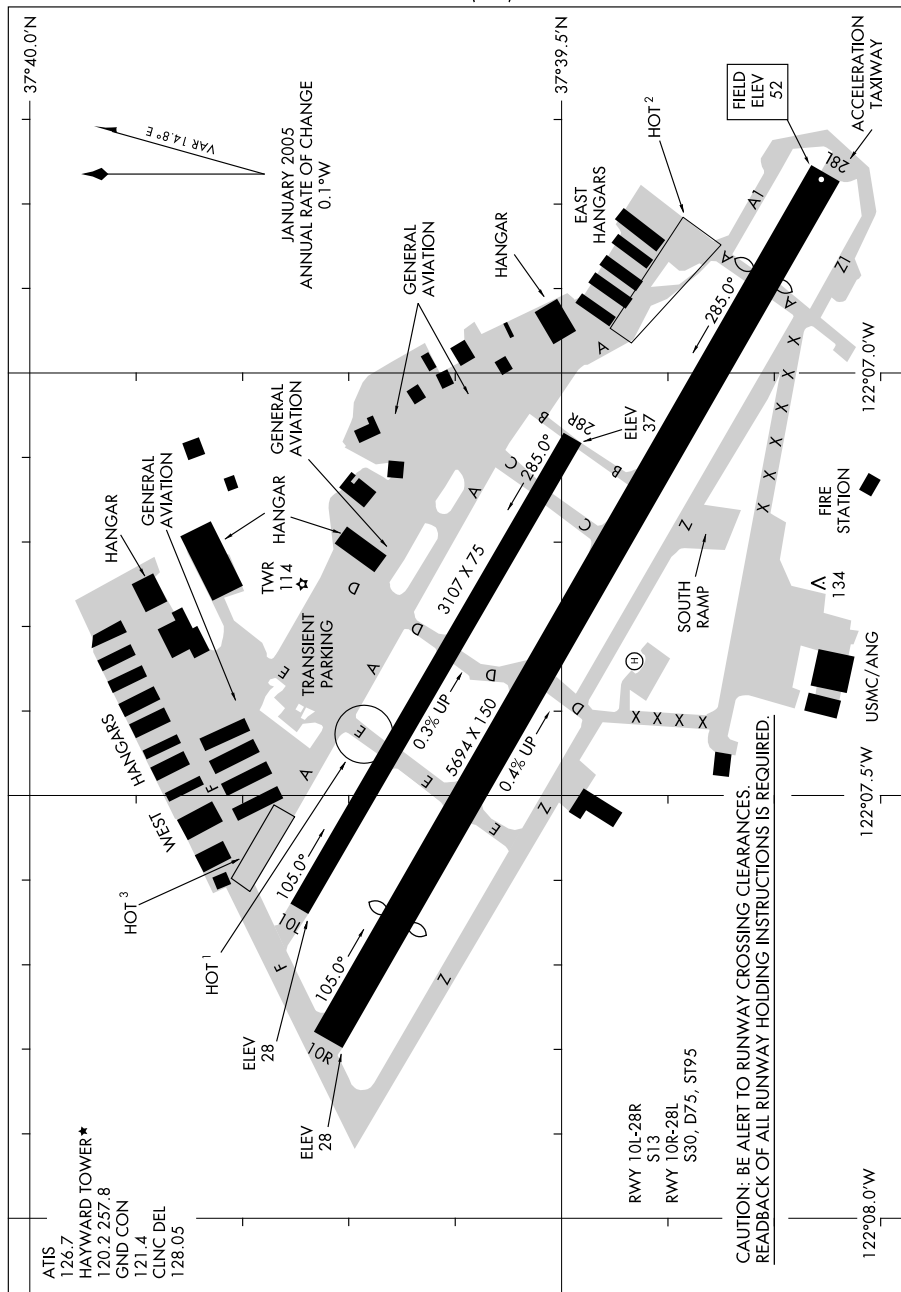
10154

HAWTHORNE, CALIFORNIA  
HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

09295

## AIRPORT DIAGRAM

AL-5015 (FAA)

HAYWARD EXECUTIVE (HWD)  
HAYWARD, CALIFORNIA

## AIRPORT DIAGRAM

09295

HAYWARD, CALIFORNIA  
HAYWARD EXECUTIVE (HWD)



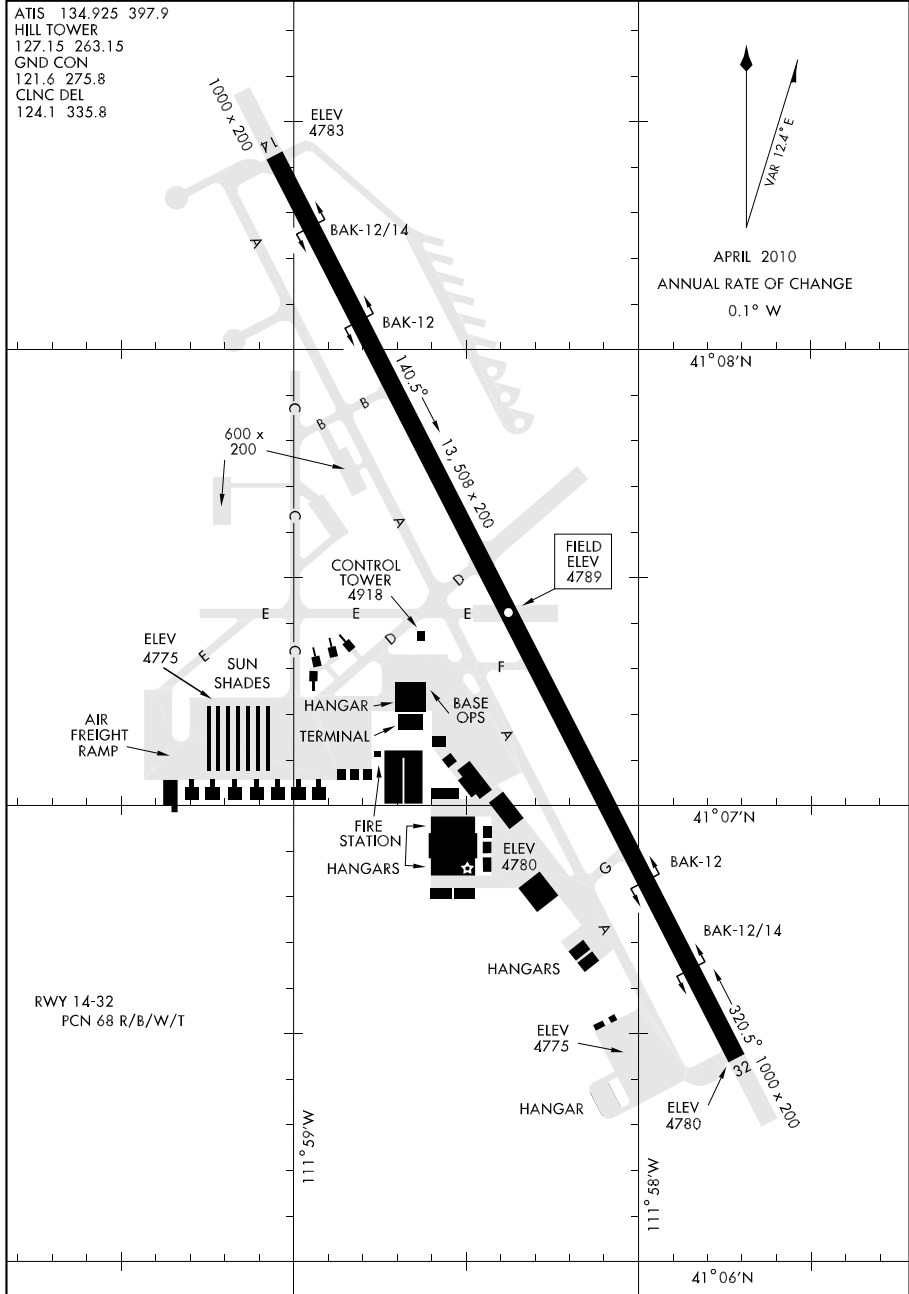
10098

## AIRPORT DIAGRAM

AFD-296 [USAF]

HILL AFB (KHIF)

OGDEN, UTAH



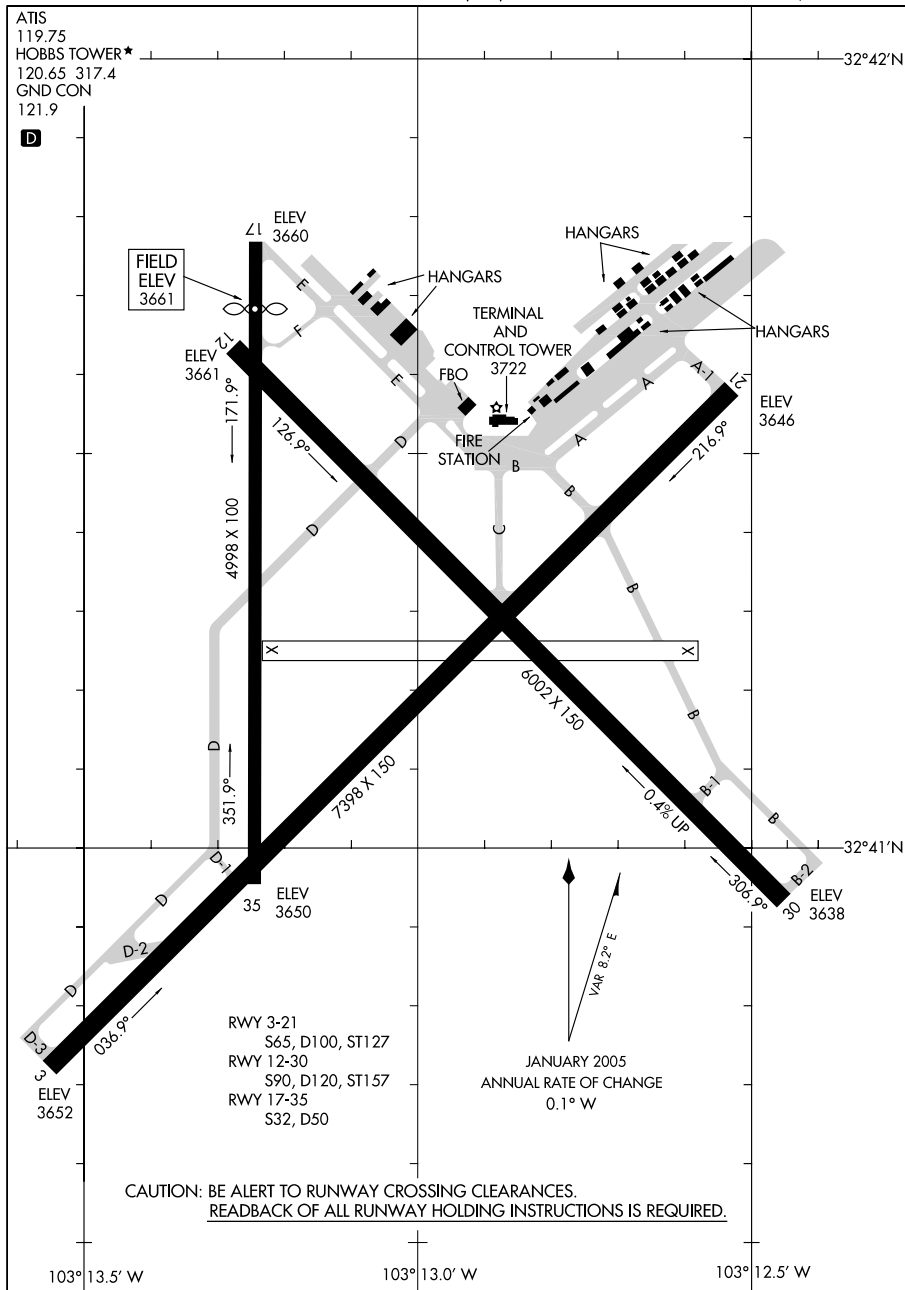
09351

## AIRPORT DIAGRAM

AL-851 (FAA)

HOBBS/LEA COUNTY RGNL (HOB)

HOBBS, NEW MEXICO



## AIRPORT DIAGRAM

09351

HOBBS, NEW MEXICO

HOBBS/LEA COUNTY RGNL (HOB)

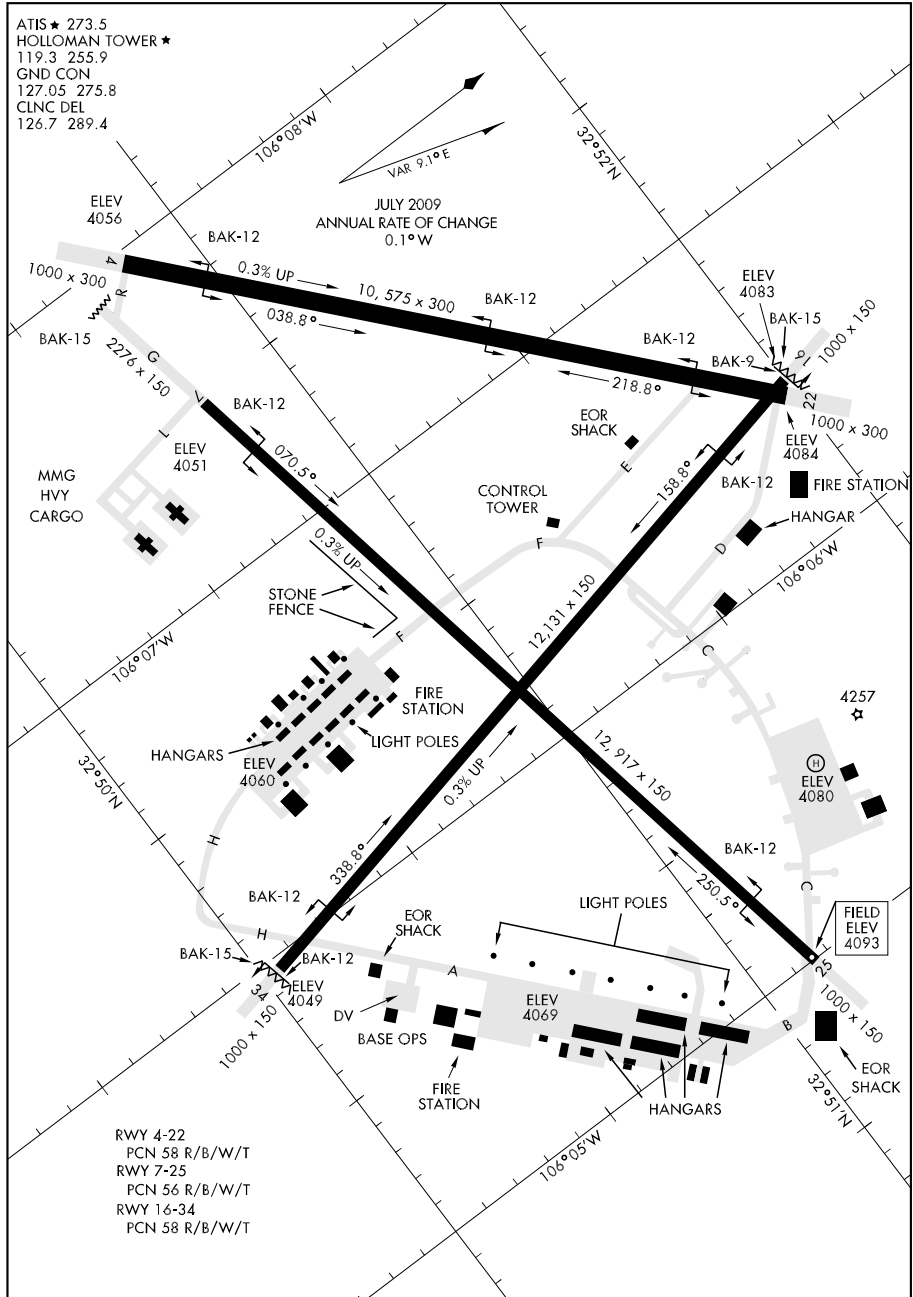
SW, 03 JUN 2010 to 29 JUL 2010

09183

## AIRPORT DIAGRAM

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NEW MEXICO



## AIRPORT DIAGRAM

WGS DATUM

ALAMOGORDO, NEW MEXICO

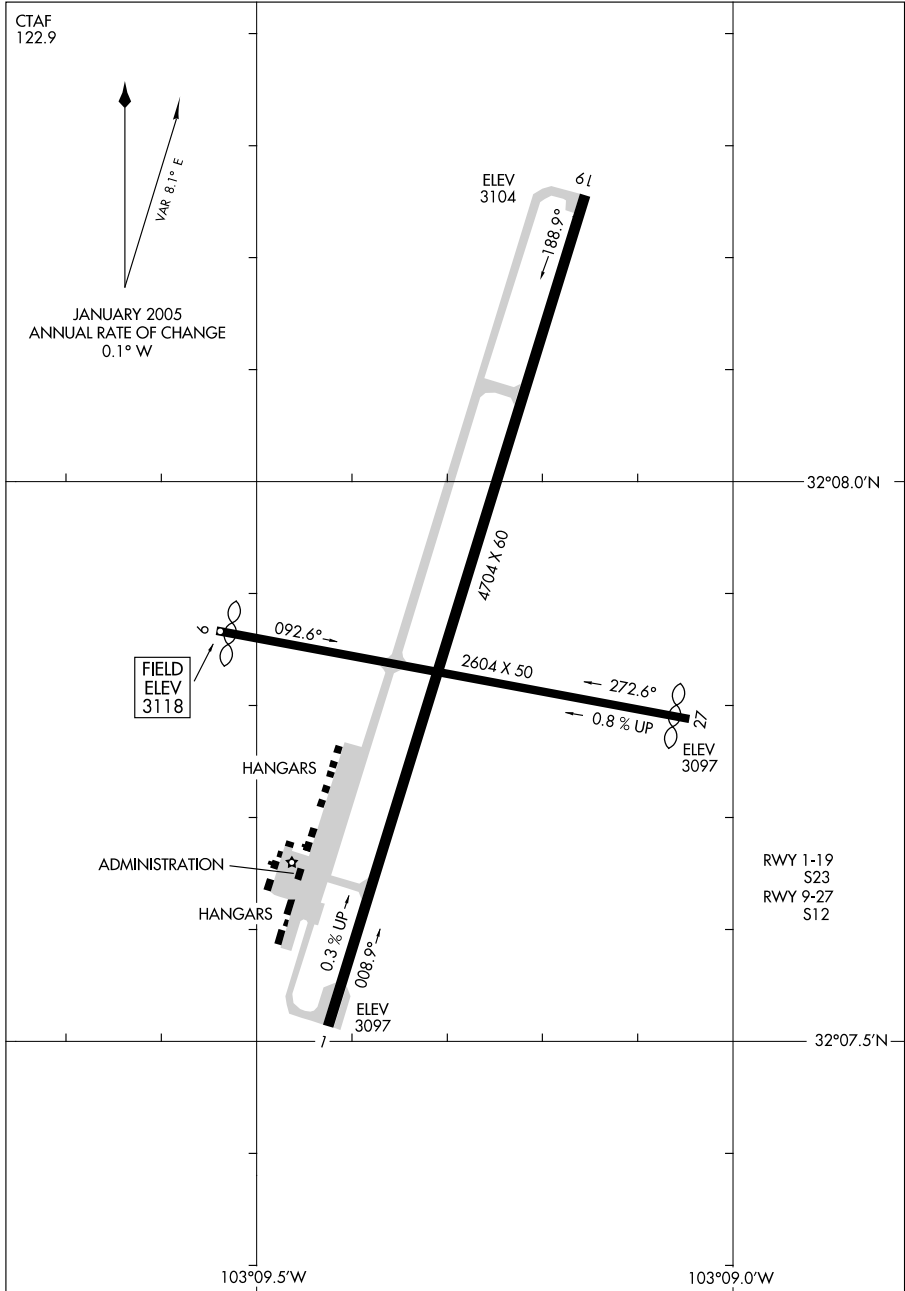
HOLLOMAN AFB (KHMN)

09295

AIRPORT DIAGRAM

AL-9408 (FAA)

JAL/LEA COUNTY (E26)  
JAL, NEW MEXICO



AIRPORT DIAGRAM

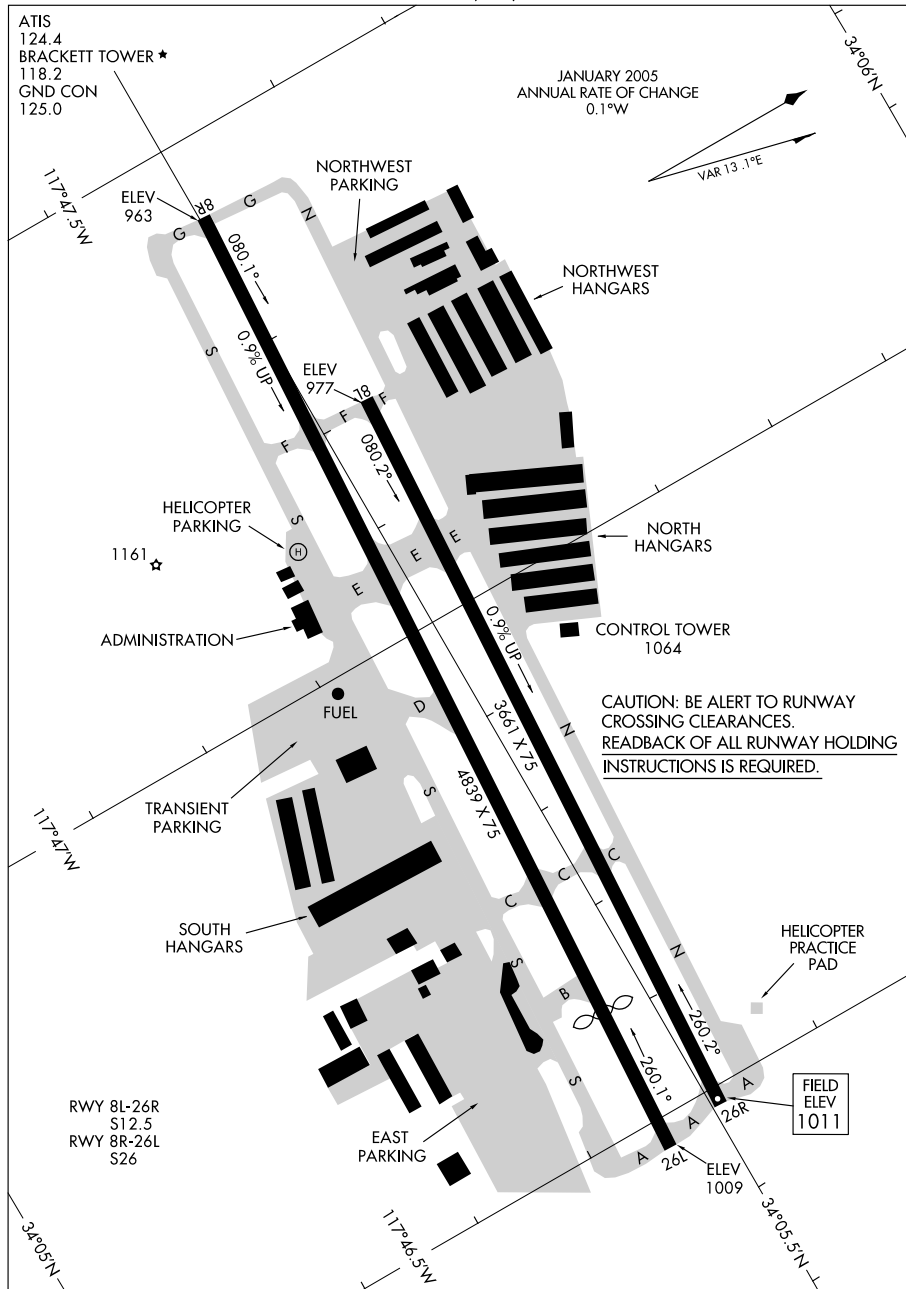
09295

JAL, NEW MEXICO  
JAL/ LEA COUNTY (E26)

09295

# AIRPORT DIAGRAM

LA VERNE/BRACKETT FIELD (POC)  
LA VERNE, CALIFORNIA



# AIRPORT DIAGRAM

LA VERNE, CALIFORNIA  
LA VERNE/BRACKETT FIELD (POC)

09295

09015

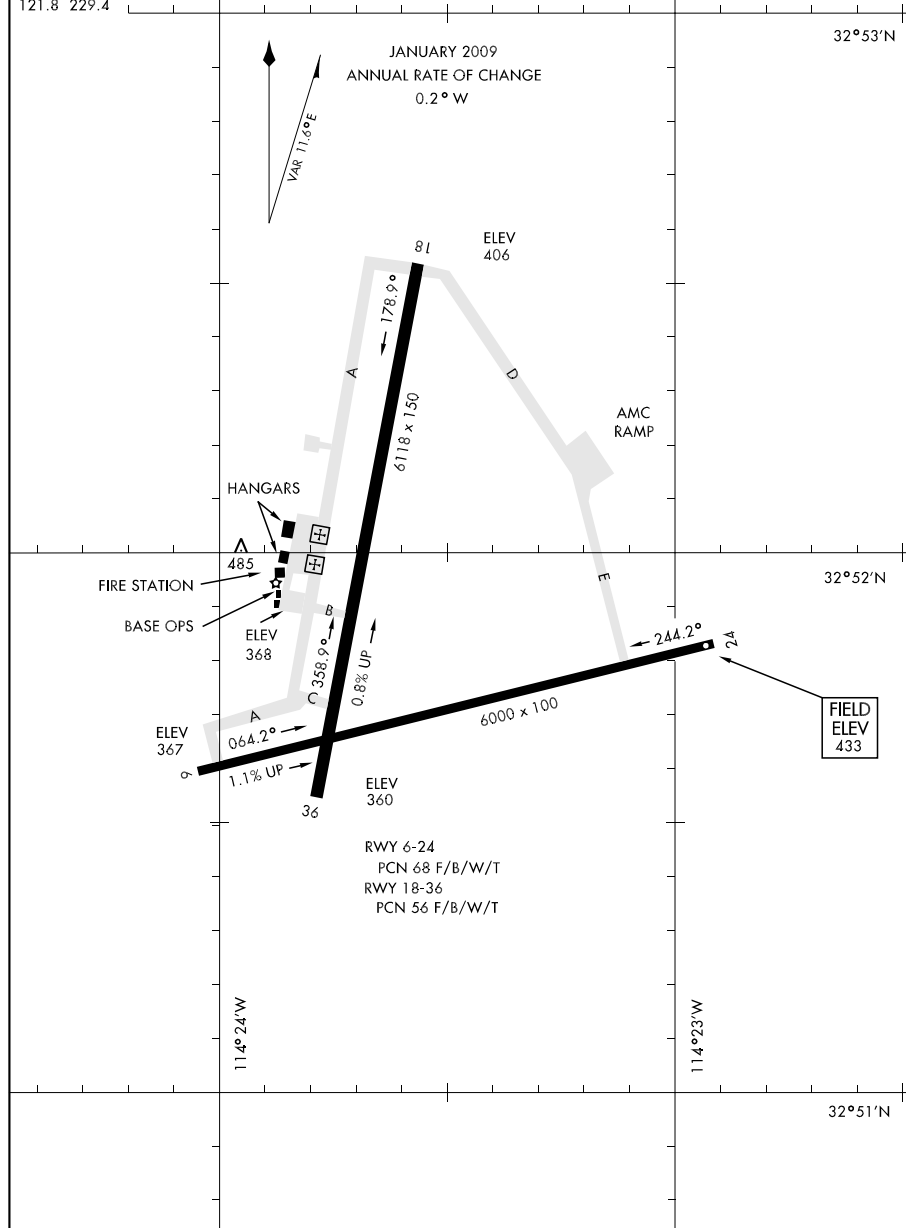
## AIRPORT DIAGRAM

AFD-6341 [USA]

LAGUNA AAF (KLGf)

YUMA PROVING GROUND, ARIZONA

CTAF  
126.20 242.175  
GND CON  
121.8 229.4



## AIRPORT DIAGRAM

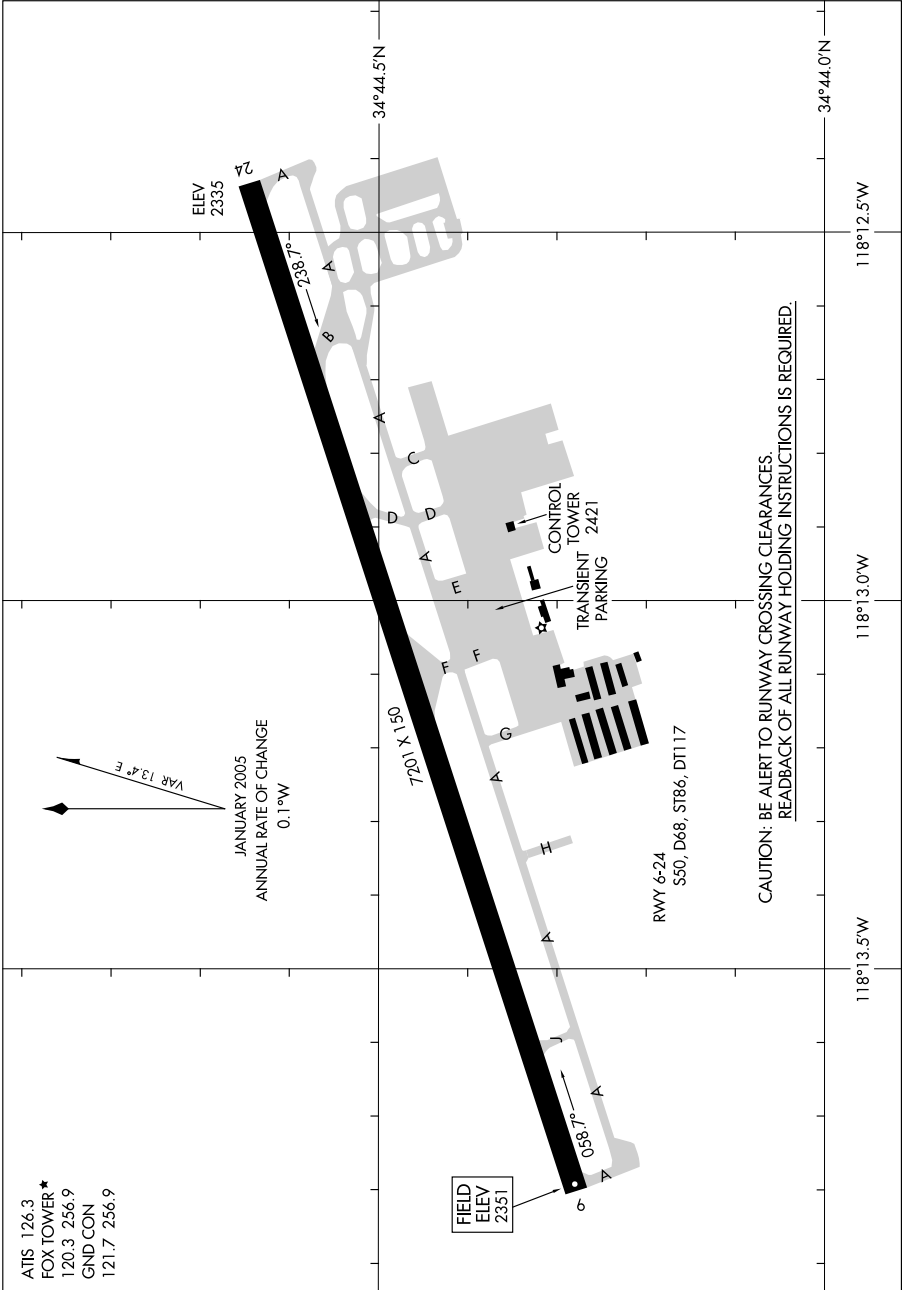
YUMA PROVING GROUND, ARIZONA

LAGUNA AAF (KLGf)

07186

AIRPORT DIAGRAM

LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)  
AL-5065 (FAA)  
LANCASTER, CALIFORNIA



AIRPORT DIAGRAM

07186

LANCASTER, CALIFORNIA  
LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)

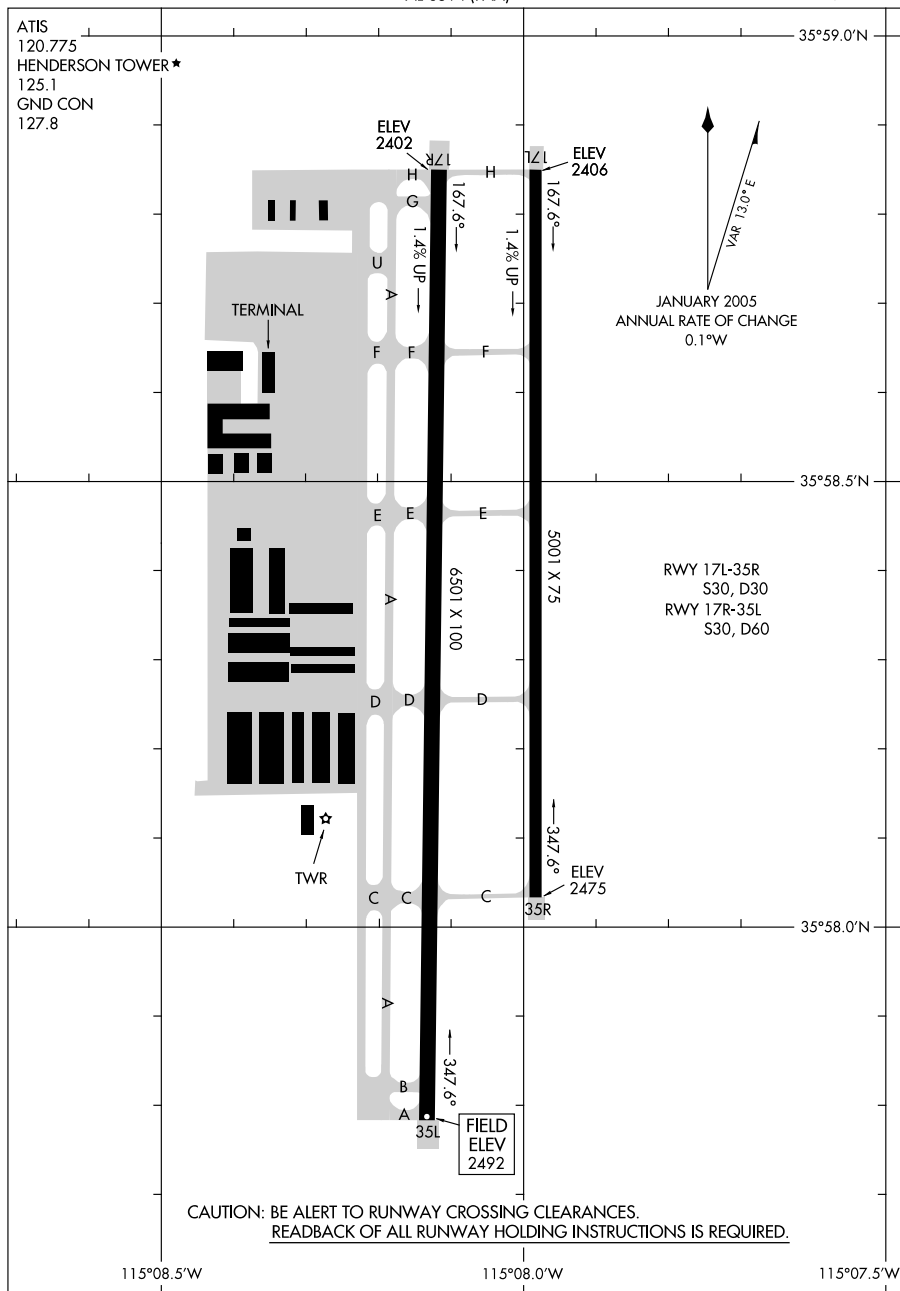
10154

## AIRPORT DIAGRAM

LAS VEGAS/HENDERSON EXECUTIVE (HND)

AL-6514 (FAA)

LAS VEGAS, NEVADA



## AIRPORT DIAGRAM

10154

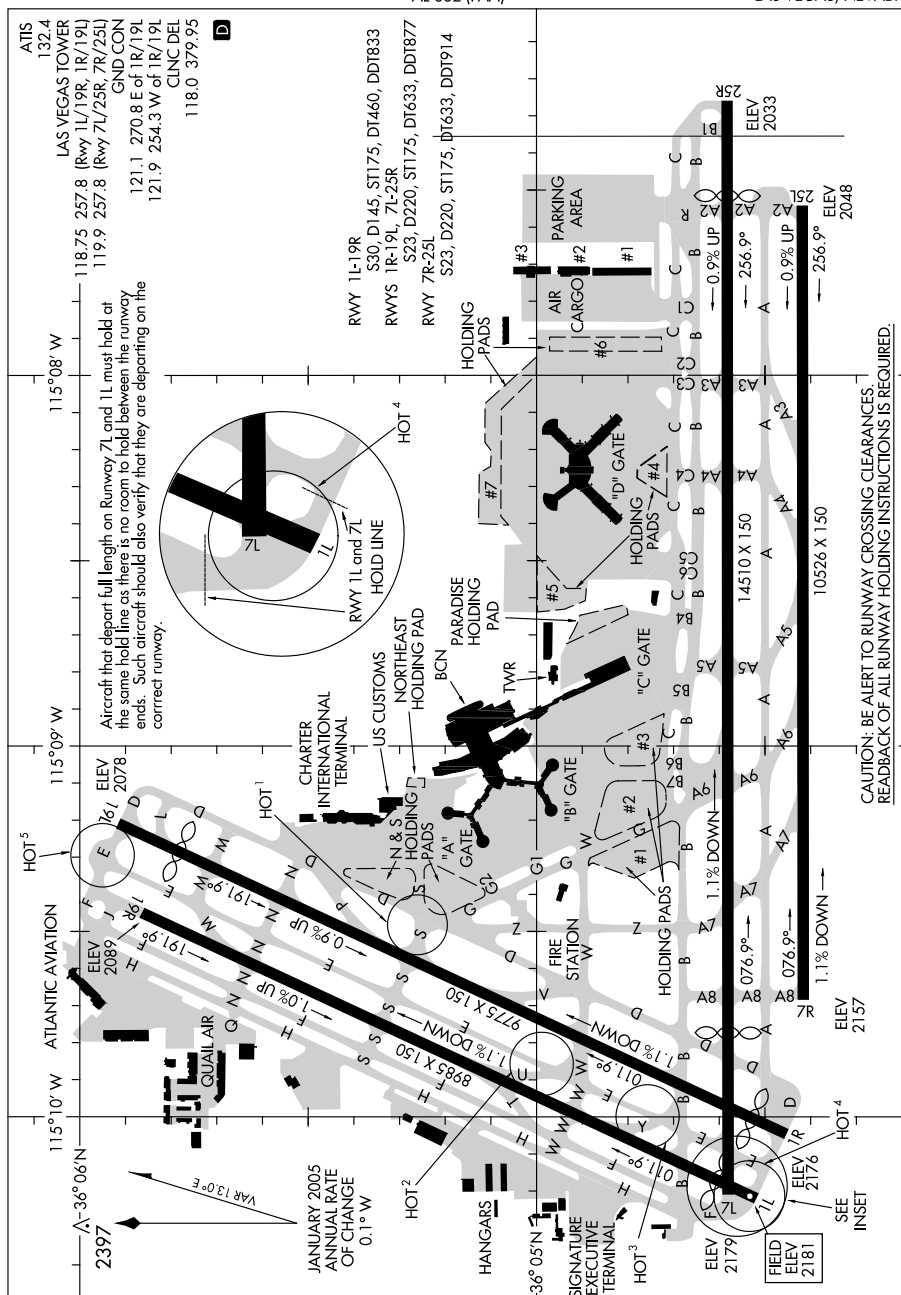
LAS VEGAS, NEVADA  
LAS VEGAS/HENDERSON EXECUTIVE (HND)



## AIRPORT DIAGRAM

LAS VEGAS, NEVADA

AL-662 (FAA)



## AIRPORT DIAGRAM

LAS VEGAS, NEVADA  
LAS VEGAS/McCARRAN INTL (LAS)

10154



08101

## AIRPORT DIAGRAM

AFD-5067 [USN]

LEMOORE NAS (REEVES FIELD) (KNLC)

LEMOORE, CALIFORNIA

## ATIS ★

121.575 267.6

## LEMOORE TOWER ★

128.3 340.2 Rwy 14L, 32L

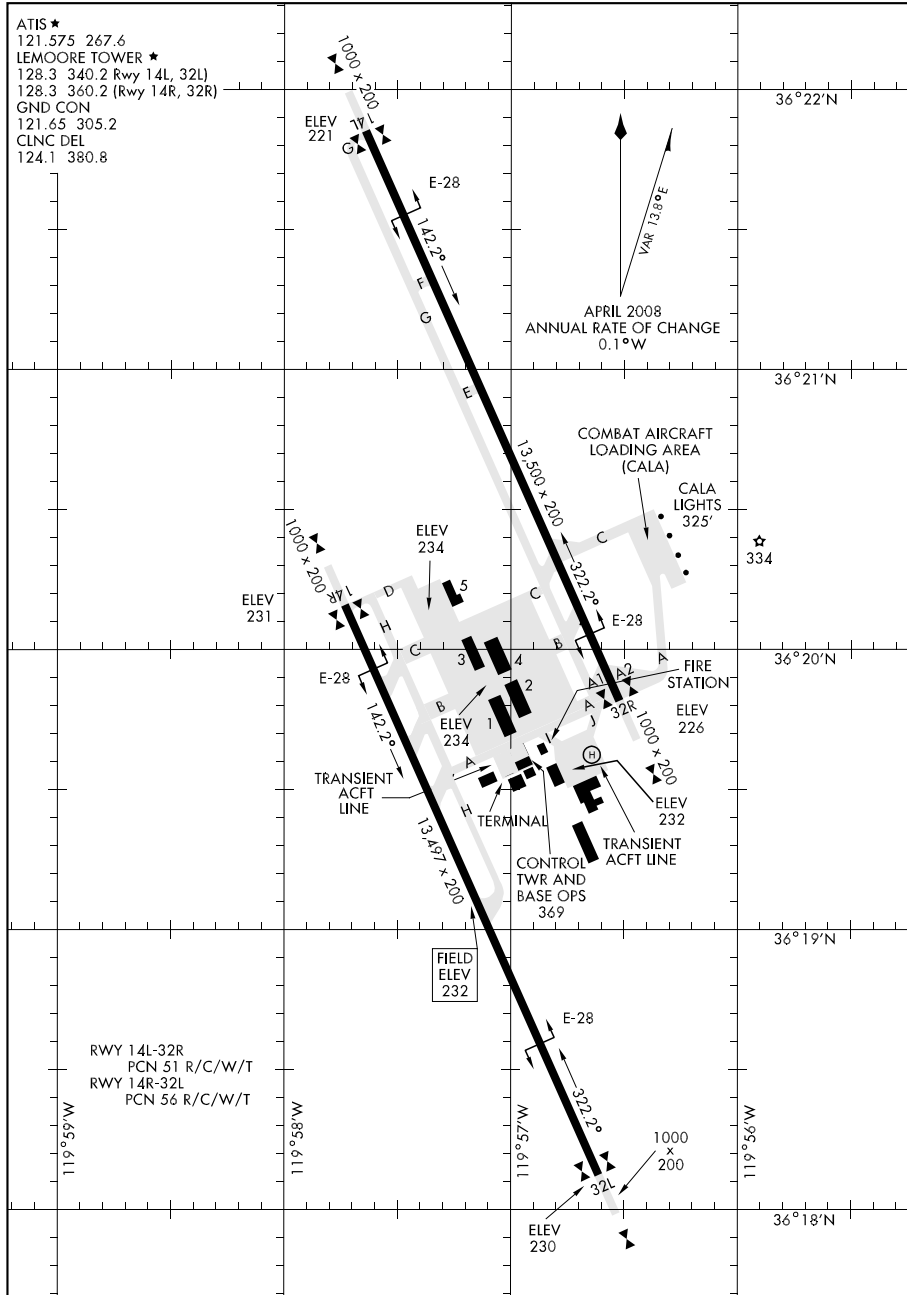
128.3 360.2 (Rwy 14R, 32R)

GND CON

121.65 305.2

CLNC DEL

124.1 380.8



## AIRPORT DIAGRAM

LEMOORE, CALIFORNIA

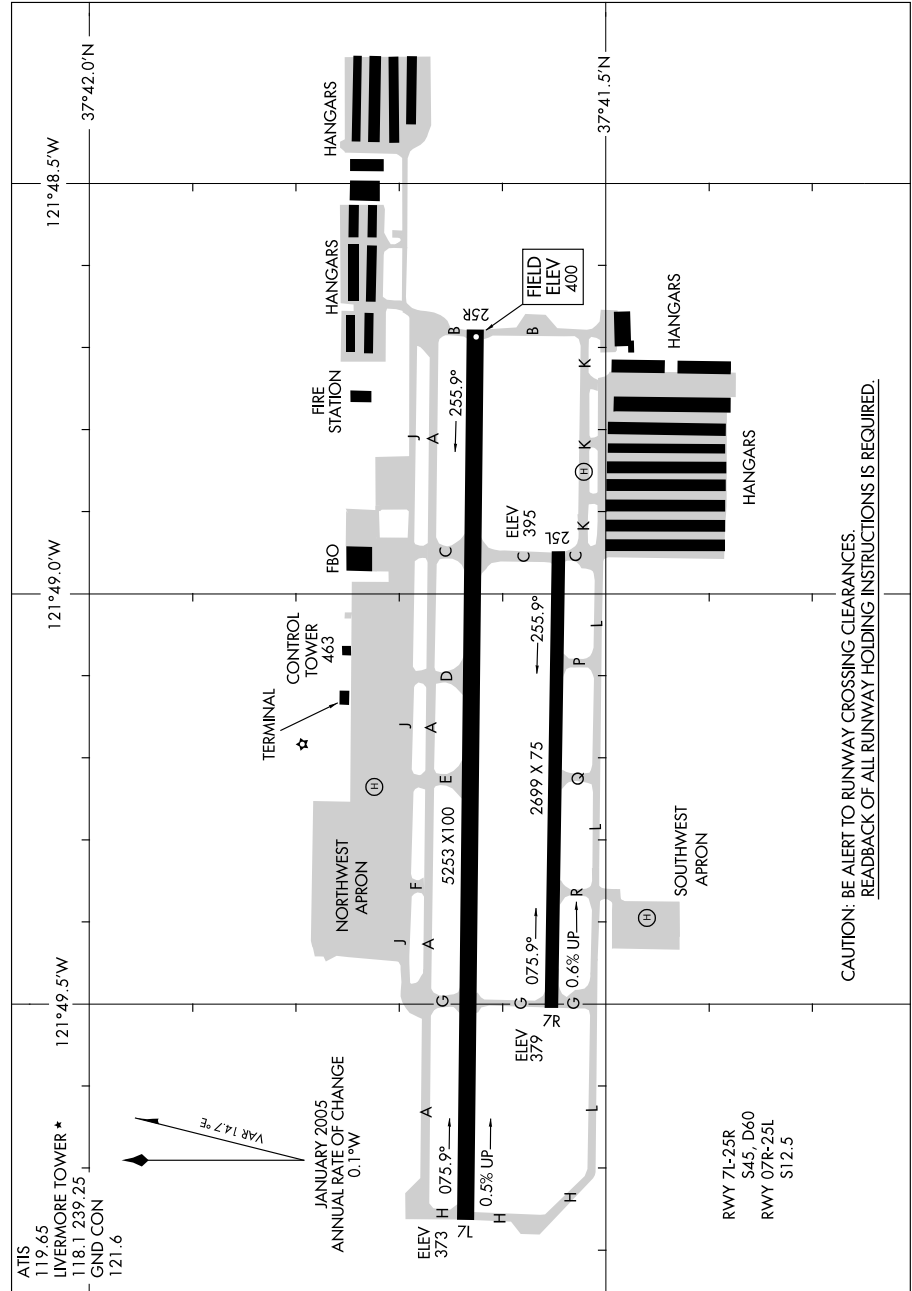
LEMOORE NAS (REEVES FIELD) (KNLC)

09295

AIRPORT DIAGRAM

AL-6075 (FAA)

LIVERMORE MUNI (LVK)  
LIVERMORE, CALIFORNIA



AIRPORT DIAGRAM

09295

LIVERMORE, CALIFORNIA  
LIVERMORE MUNI (LVK)

SW, 03 JUN 2010 to 29 JUL 2010

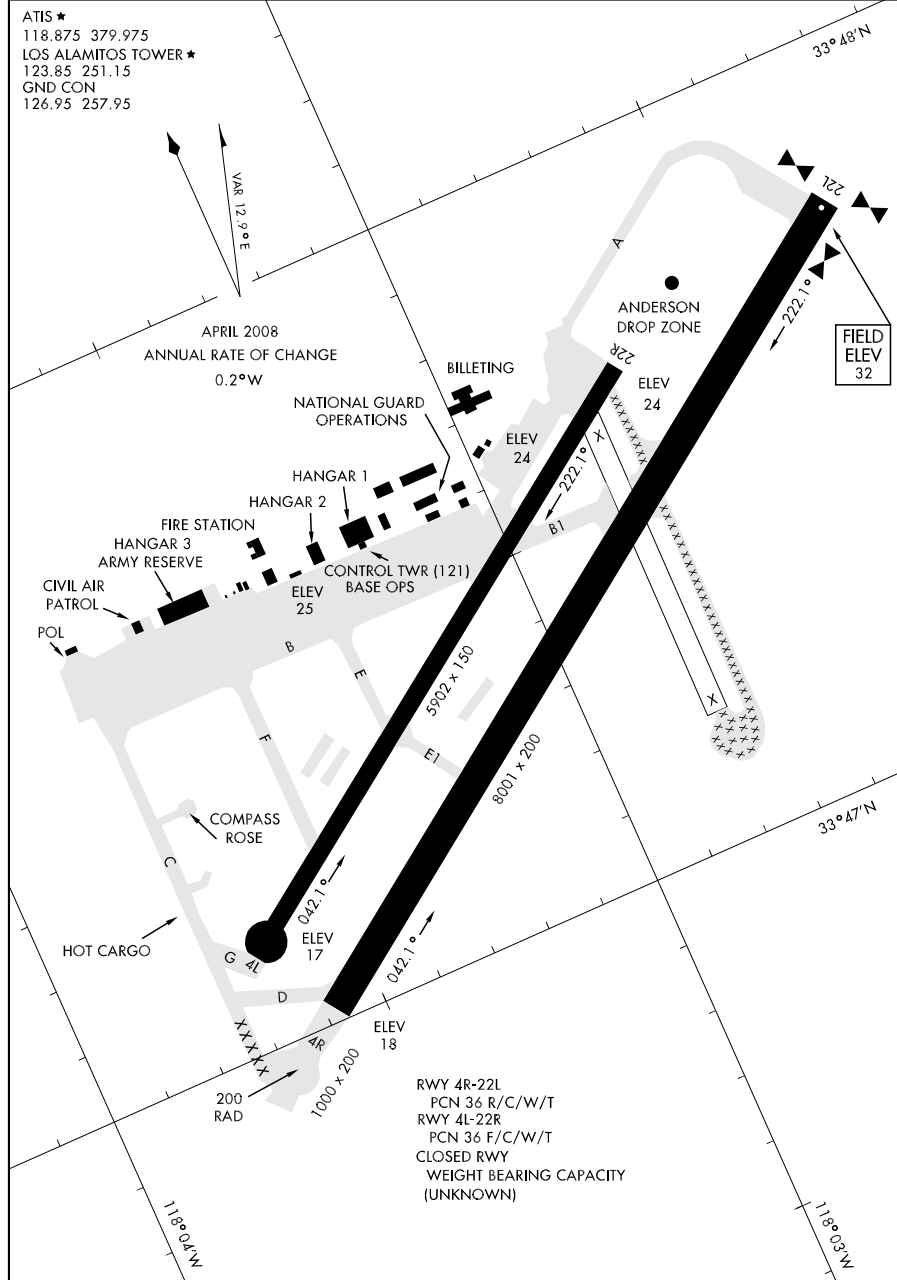
08101

## AIRPORT DIAGRAM

AFD-953 [USA]

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CALIFORNIA



## AIRPORT DIAGRAM

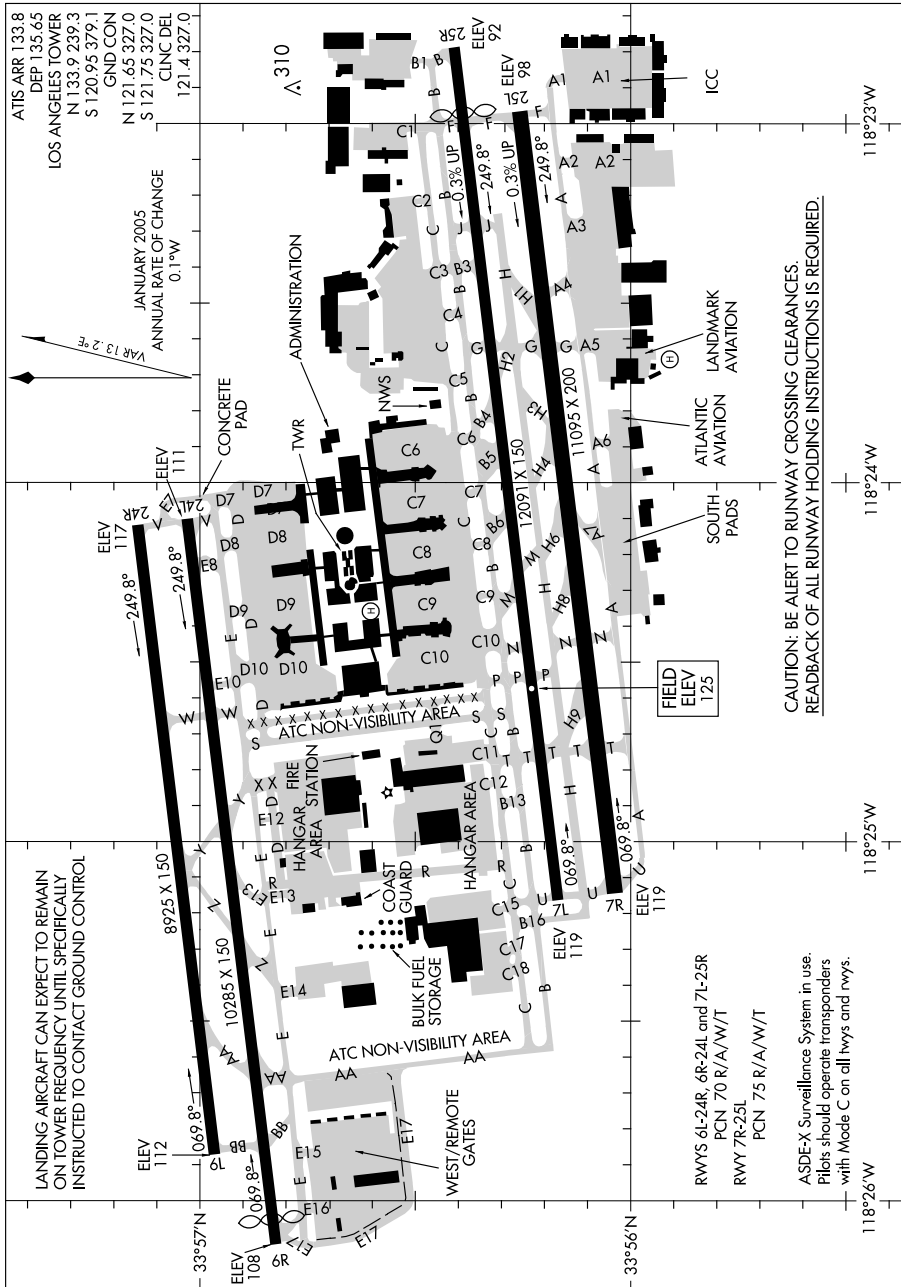
LOS ALAMITOS, CALIFORNIA

LOS ALAMITOS AAF (KSLI)

10154

## AIRPORT DIAGRAM

AL-237 (FAA)

LOS ANGELES INTL (LAX)  
LOS ANGELES, CALIFORNIA

## AIRPORT DIAGRAM

LOS ANGELES, CALIFORNIA  
LOS ANGELES INTL (LAX)

10154

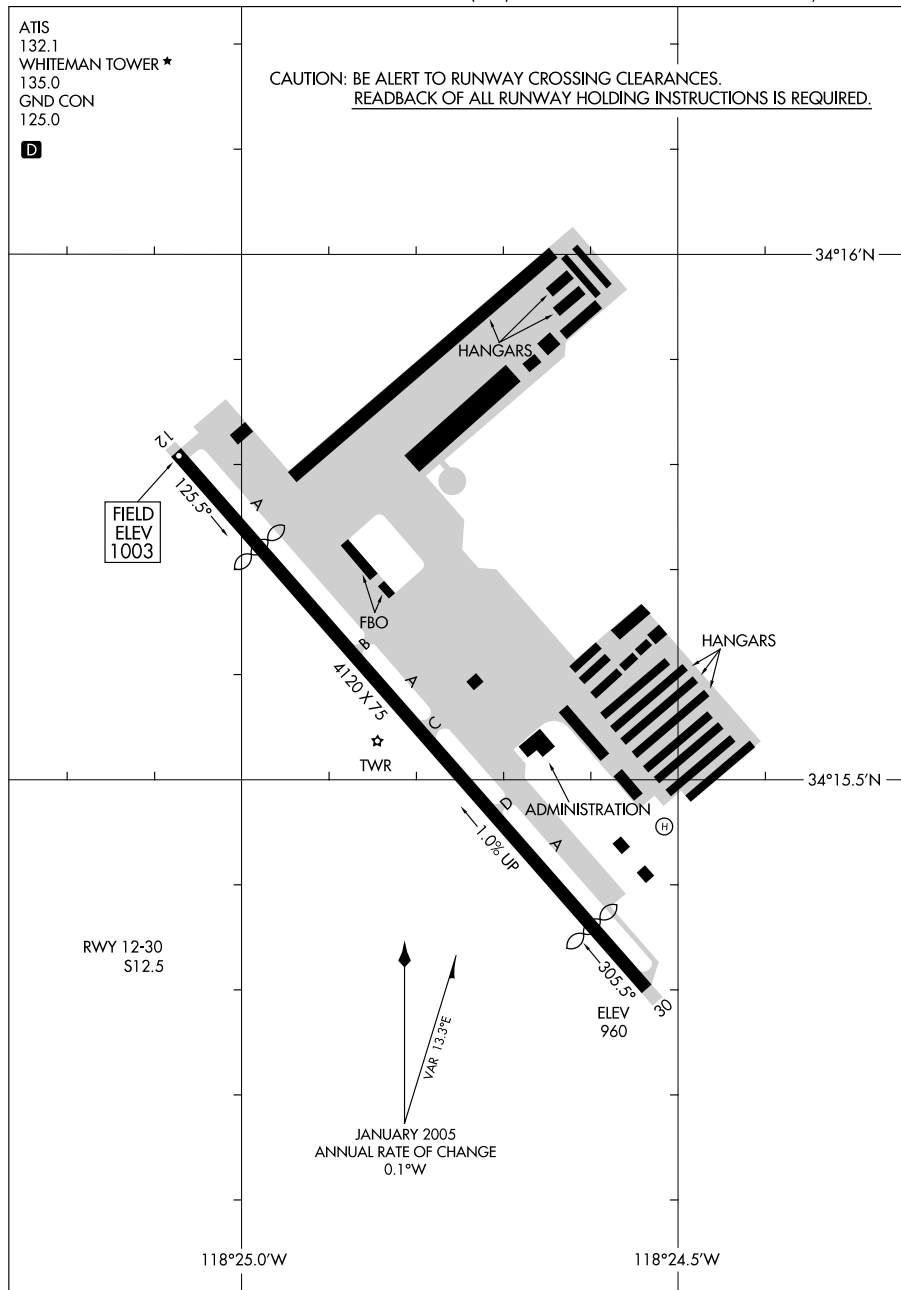
09295

## AIRPORT DIAGRAM

AL-9132 (FAA)

LOS ANGELES/WHITEMAN (WHP)

LOS ANGELES, CALIFORNIA



## AIRPORT DIAGRAM

09295

LOS ANGELES, CALIFORNIA  
LOS ANGELES/ WHITEMAN (WHP)

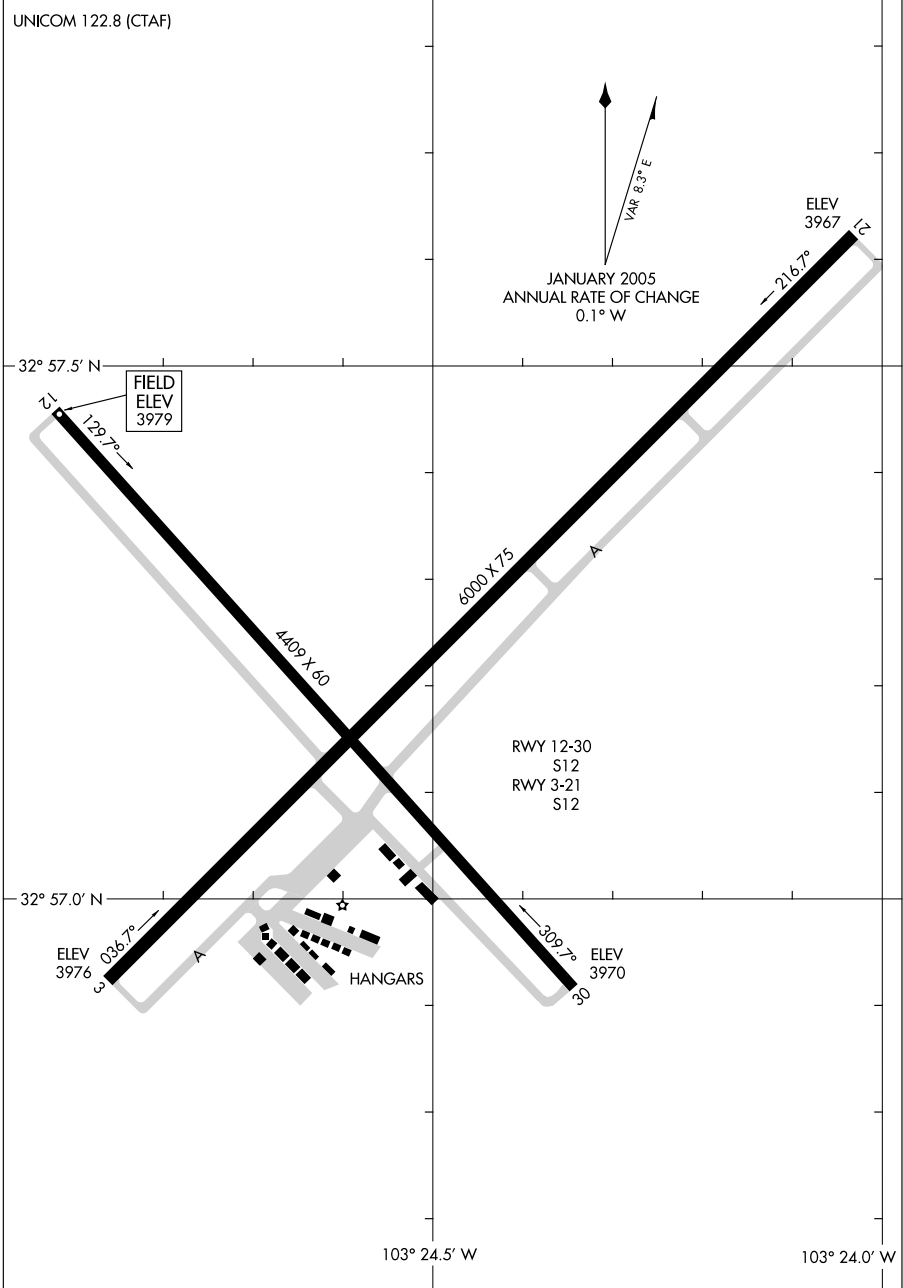
SW, 03 JUN 2010 to 29 JUL 2010



06271

AIRPORT DIAGRAM

LOVINGTON/LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)  
AL-6951 (FAA) LOVINGTON, NEW MEXICO



AIRPORT DIAGRAM

06271

LOVINGTON, NEW MEXICO  
LOVINGTON/LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

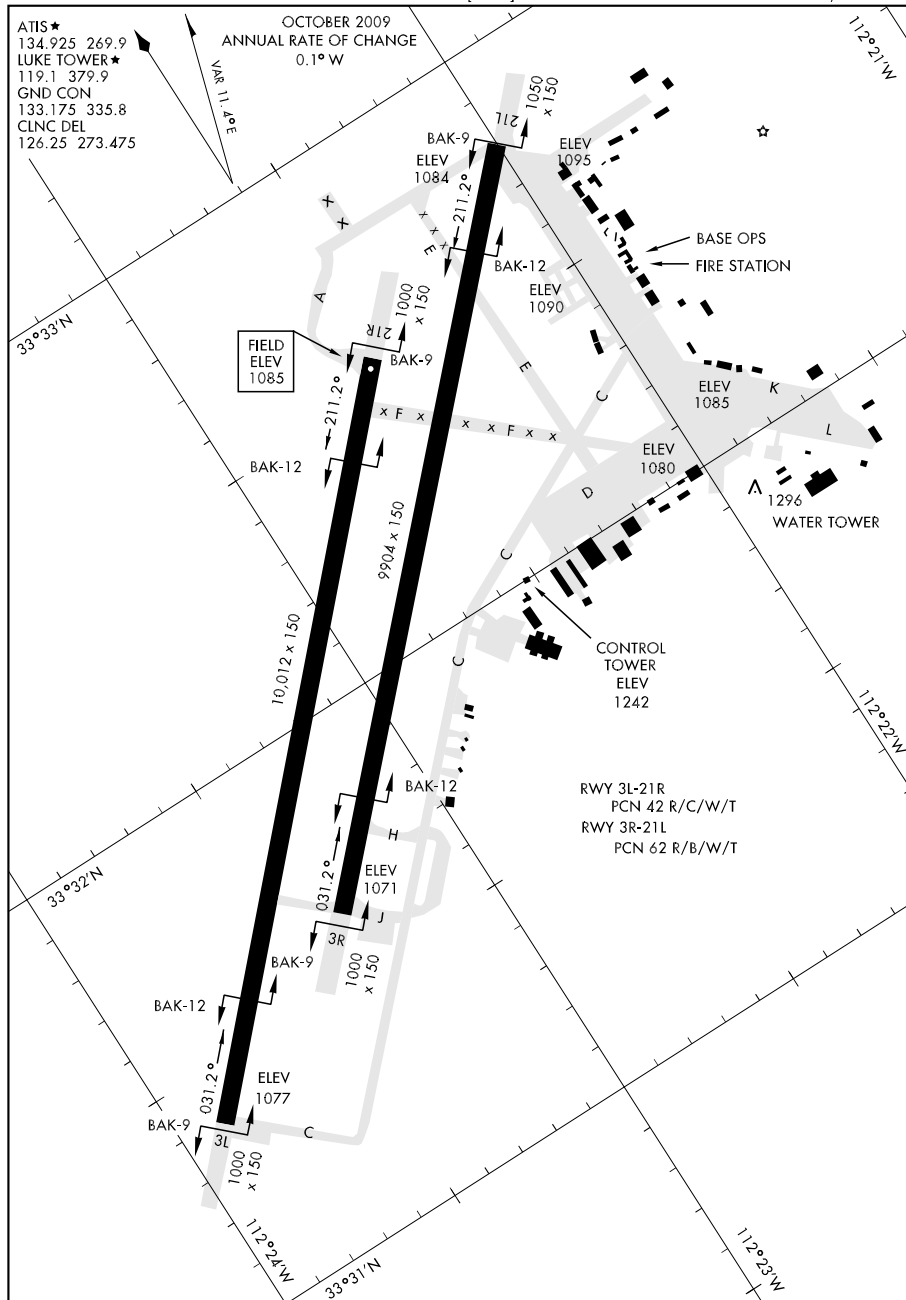
09295

## AIRPORT DIAGRAM

AFD-321 [USAF]

LUKE AFB (KLUF)

GLENDAL, ARIZONA



## AIRPORT DIAGRAM

GLENDAL, ARIZONA  
LUKE AFB (KLUF)

SW, 03 JUN 2010 to 29 JUL 2010

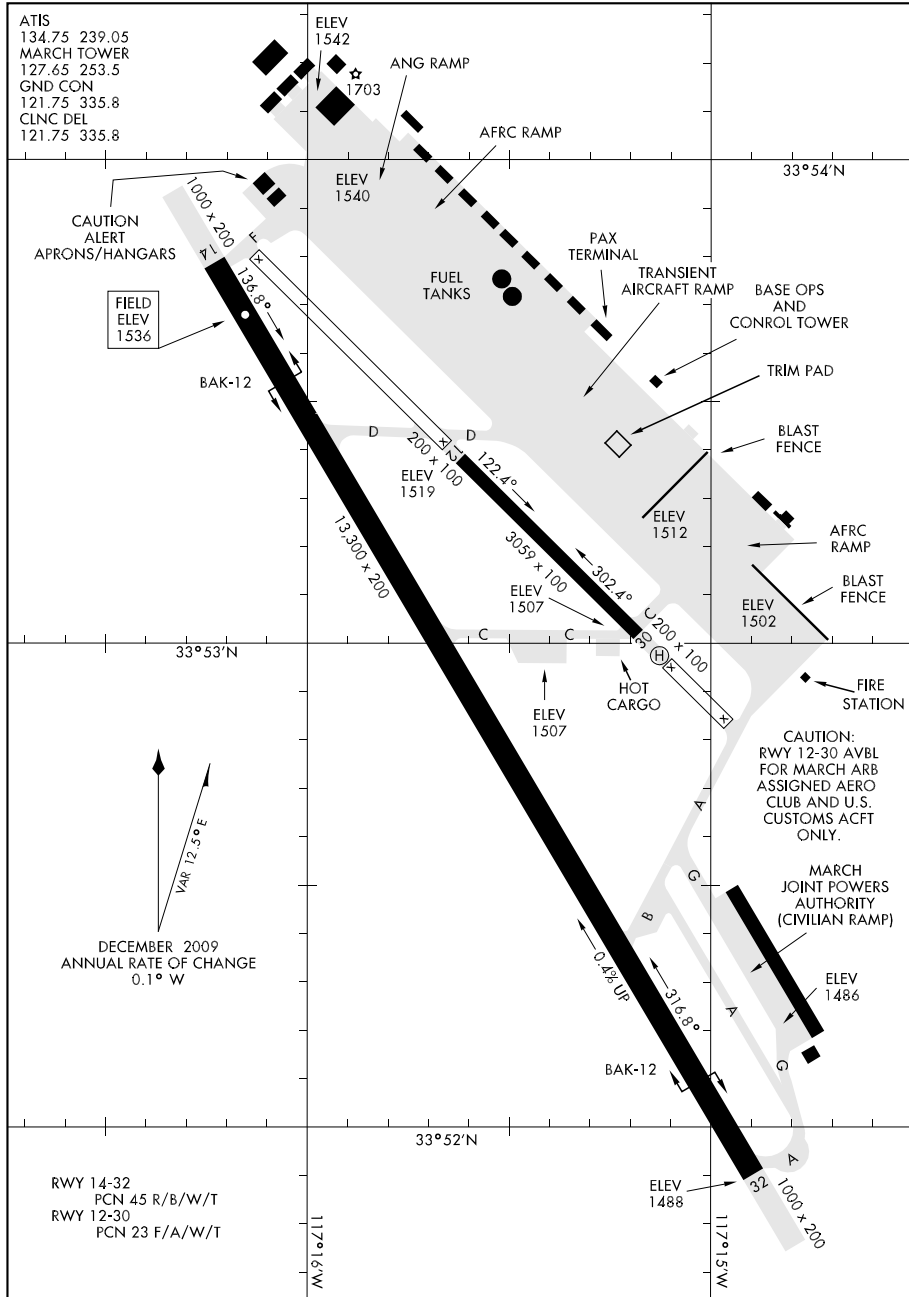
09351

## AIRPORT DIAGRAM

AFD-348 [USAF]

MARCH ARB (KRIV)

RIVERSIDE, CALIFORNIA



## AIRPORT DIAGRAM

RIVERSIDE, CALIFORNIA

MARCH ARB (KRIV)

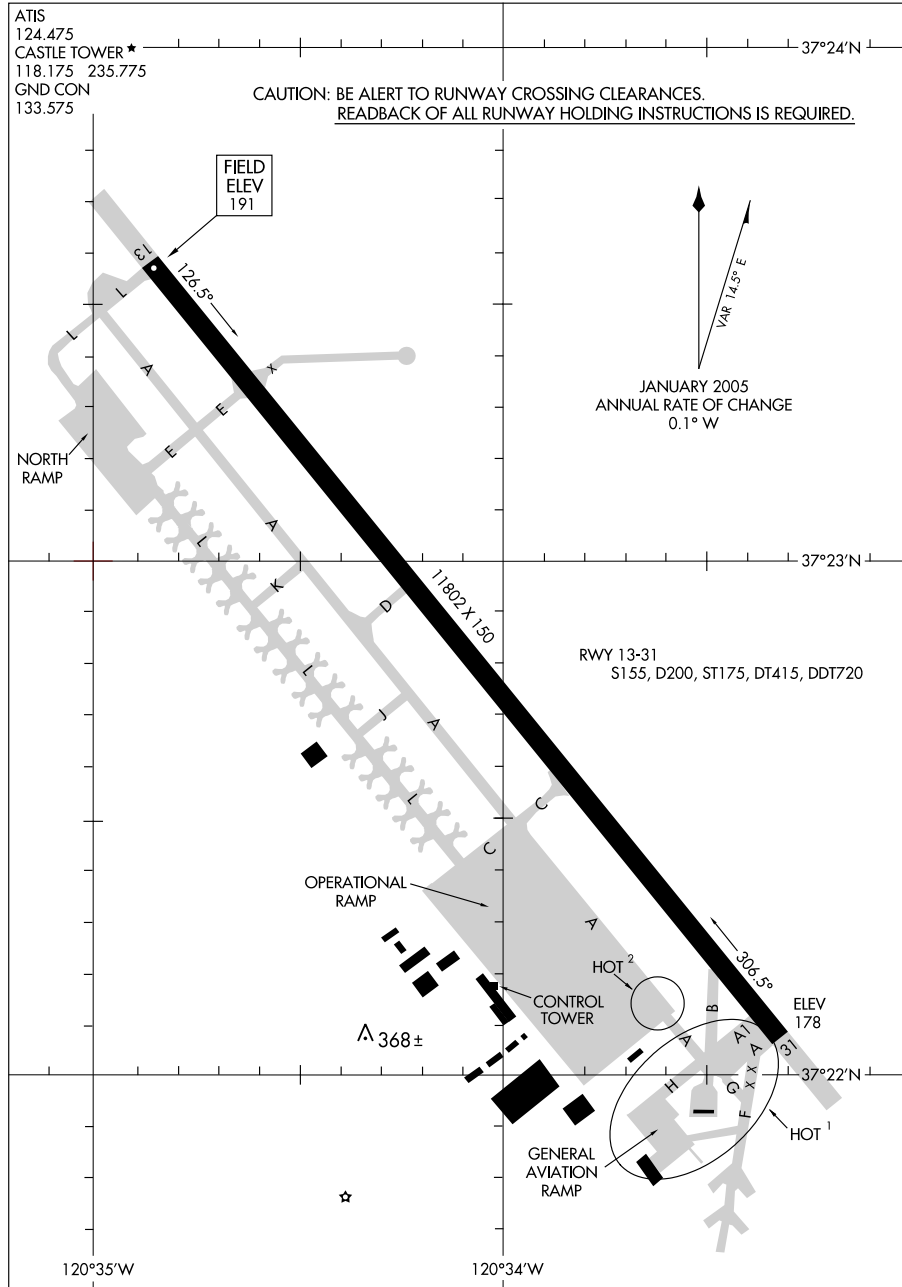
09295

## AIRPORT DIAGRAM

AL-568 (FAA)

MERCED/CASTLE (MER)

MERCED, CALIFORNIA



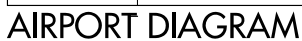
## AIRPORT DIAGRAM

09295

MERCED, CALIFORNIA

MERCED/CASTLE (MER)

MESA/ FALCON FIELD (FFZ)  
MESA, ARIZONA



MESA, ARIZONA  
MESA/ FALCON FIELD (FFZ)

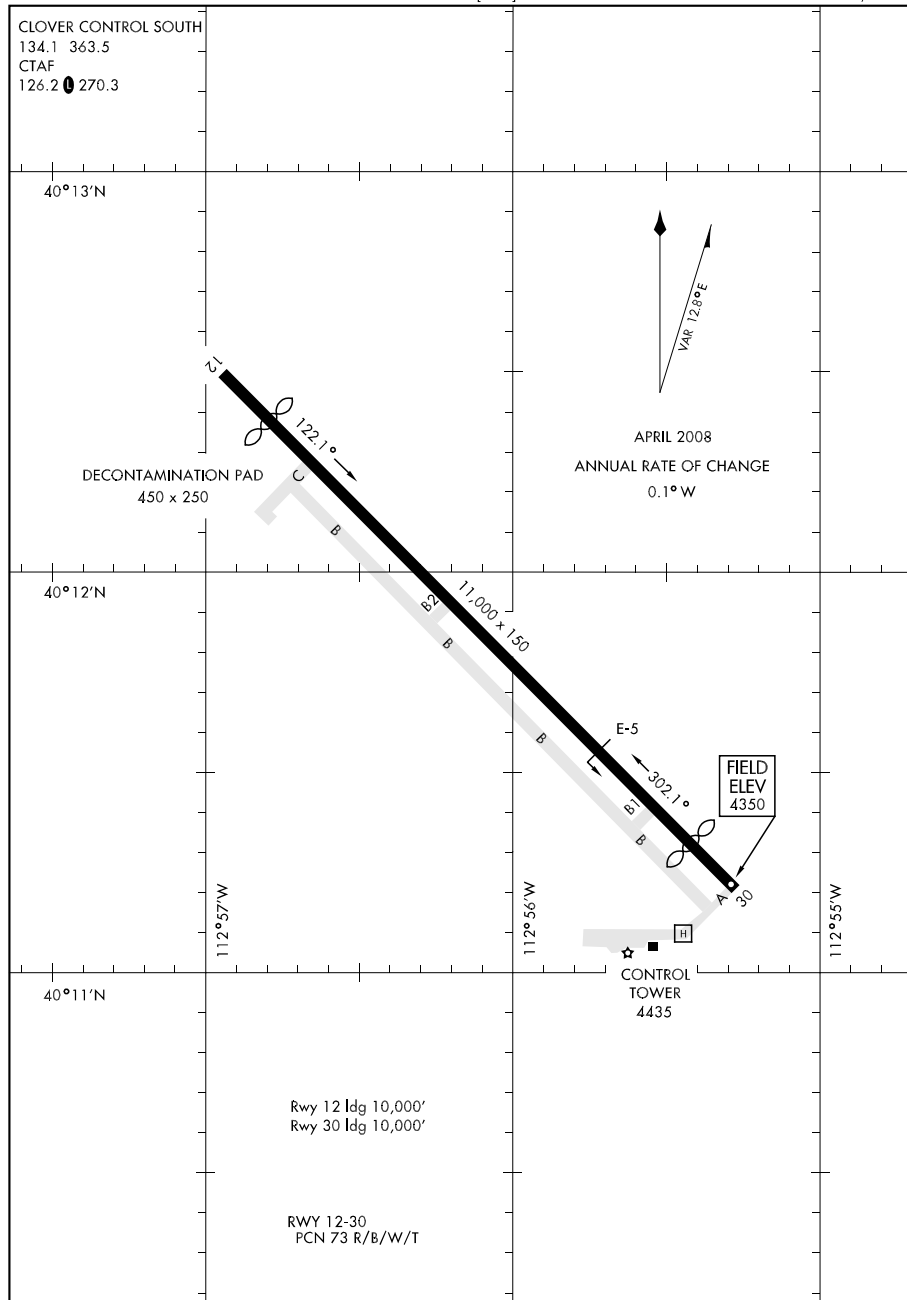
08101

## AIRPORT DIAGRAM

AFD-5071 [USA]

MICHAEL AAF (KDPG)

DUGWAY PROVING GROUND, UTAH



## AIRPORT DIAGRAM

DUGWAY PROVING GROUND, UTAH

MICHAEL AAF (KDPG)

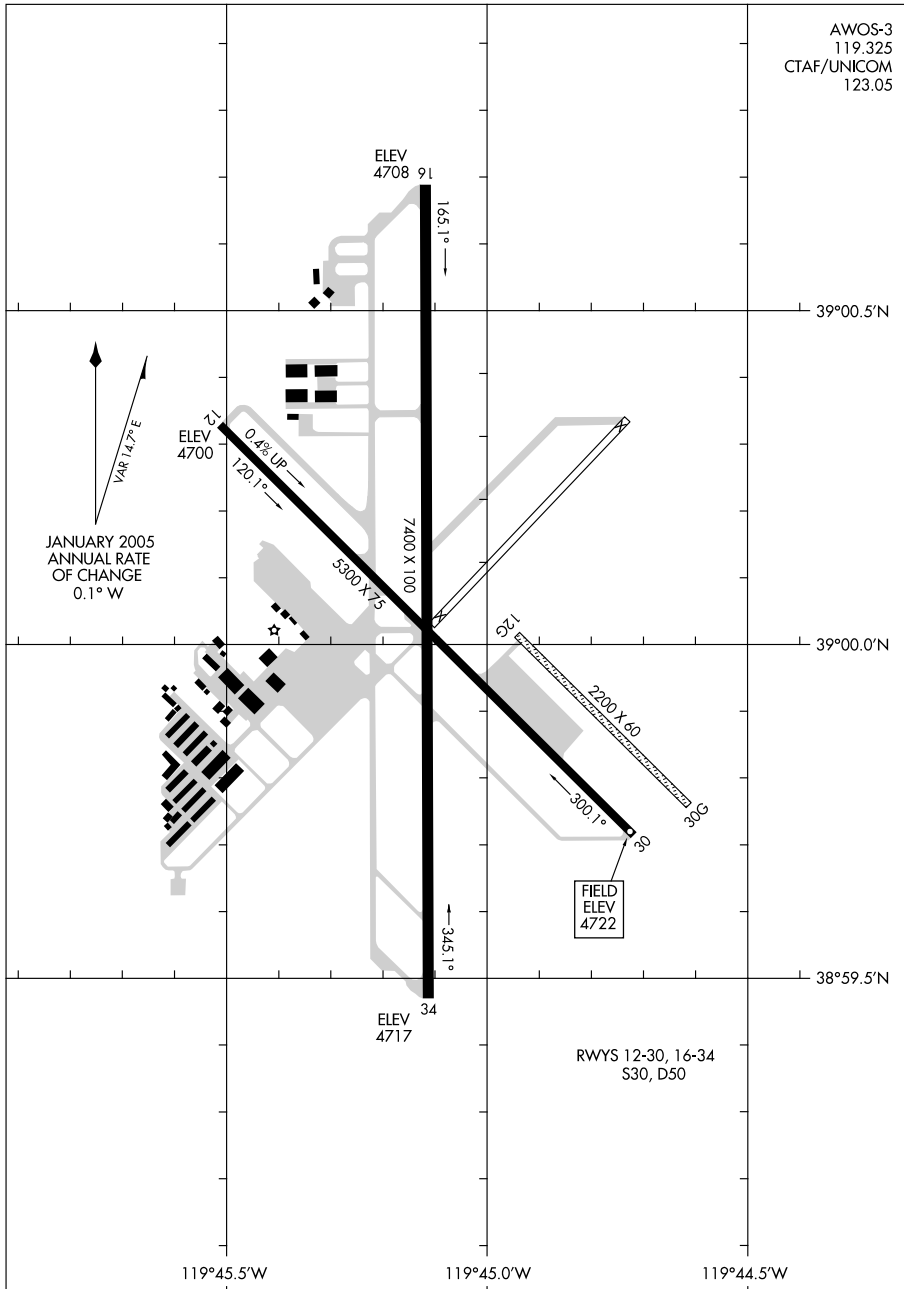
10042

## AIRPORT DIAGRAM

AL-9430 (FAA)

MINDEN/ MINDEN-TAHOE (MEV)

MINDEN, NEVADA



## AIRPORT DIAGRAM

10042

MINDEN, NEVADA  
MINDEN/ MINDEN-TAHOE (MEV)

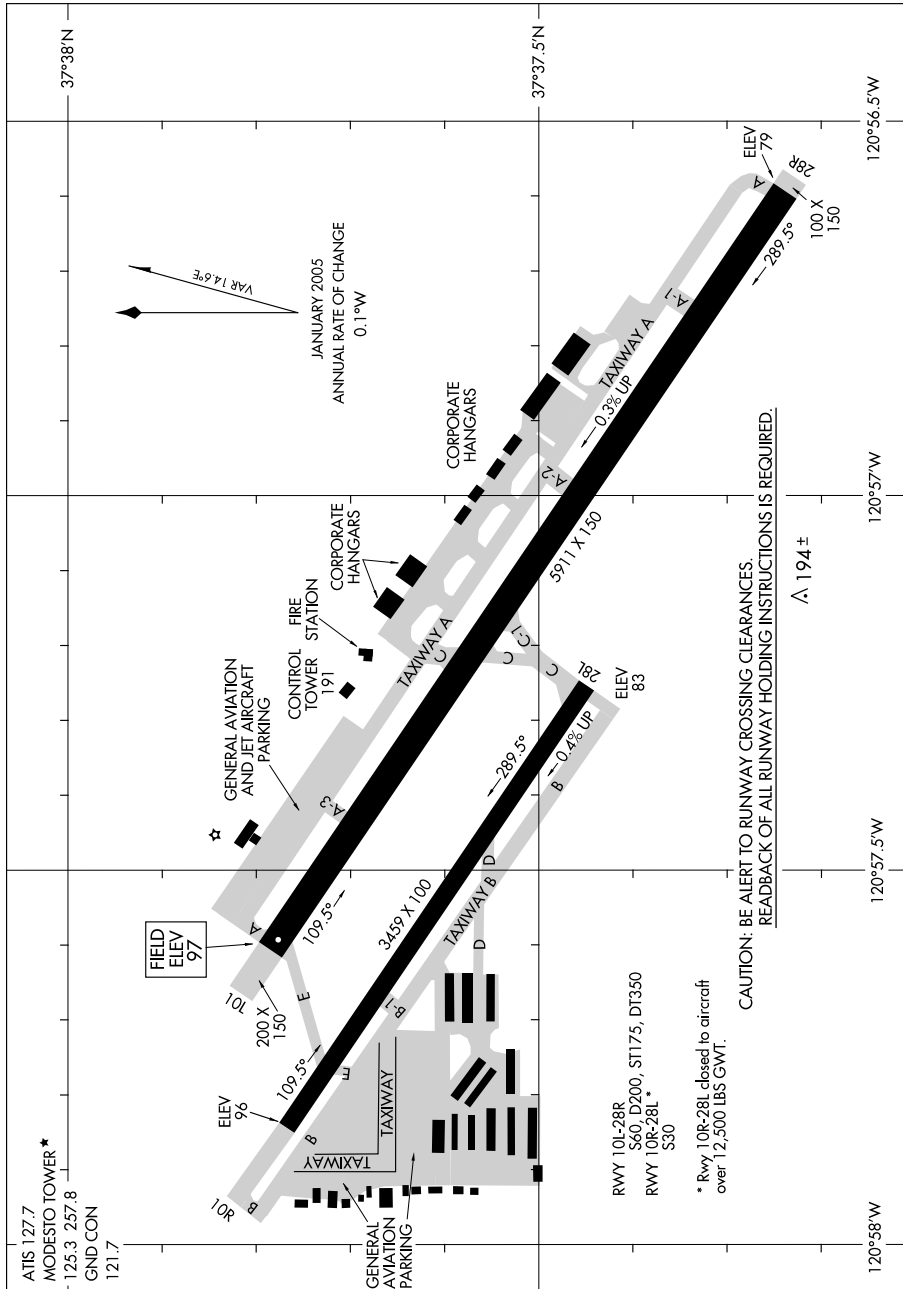




08045

## AIRPORT DIAGRAM

MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)  
AL-643 (FAA) MODESTO, CALIFORNIA



## AIRPORT DIAGRAM

08045

MODESTO, CALIFORNIA  
MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)

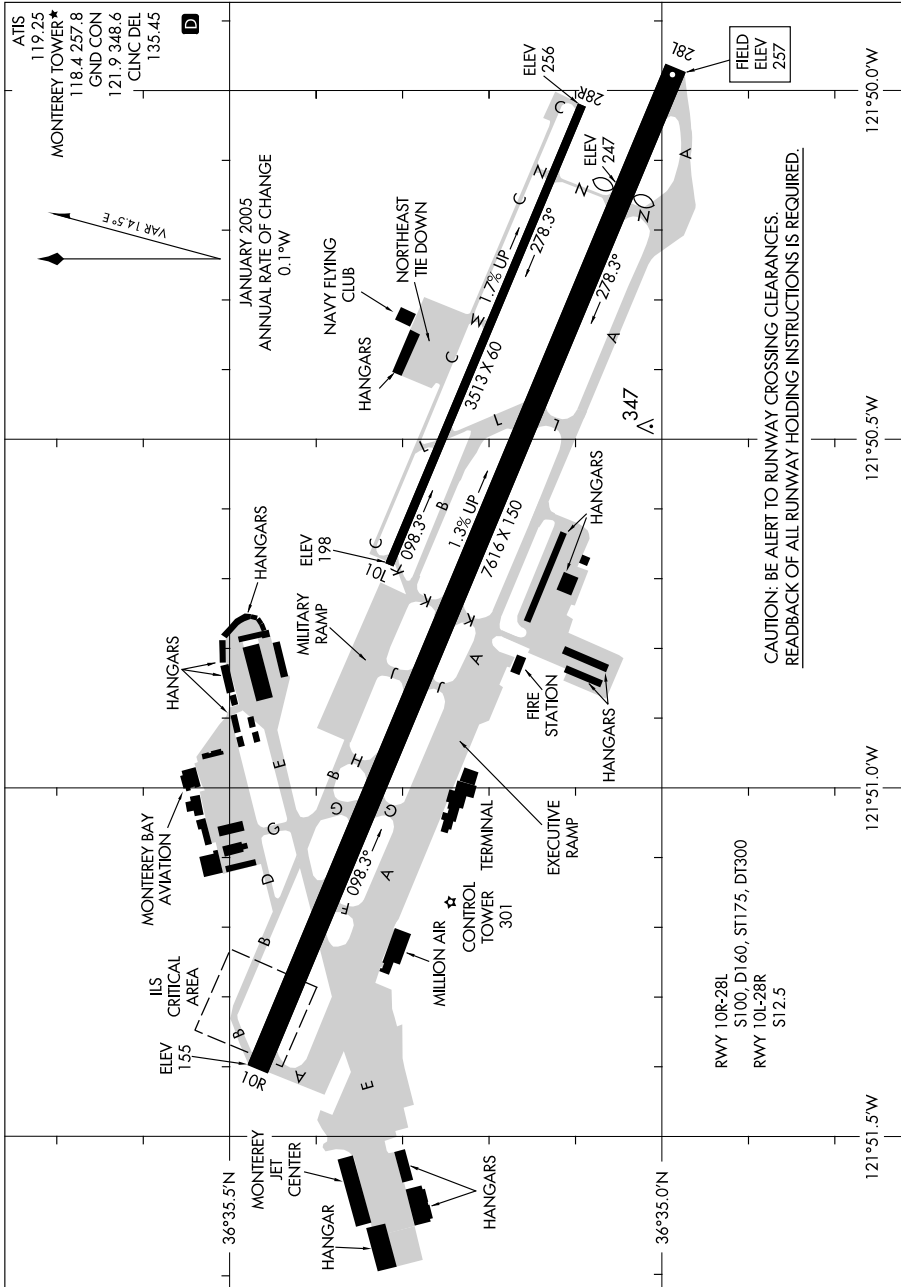


09071

# AIRPORT DIAGRAM

AL-271 (FAA)

MONTEREY PENINSULA (MRY)  
MONTEREY, CALIFORNIA



## AIRPORT DIAGRAM

MONTEREY, CALIFORNIA  
MONTEREY PENINSULA (MRY)

09071

SW, 03 JUN 2010 to 29 JUL 2010

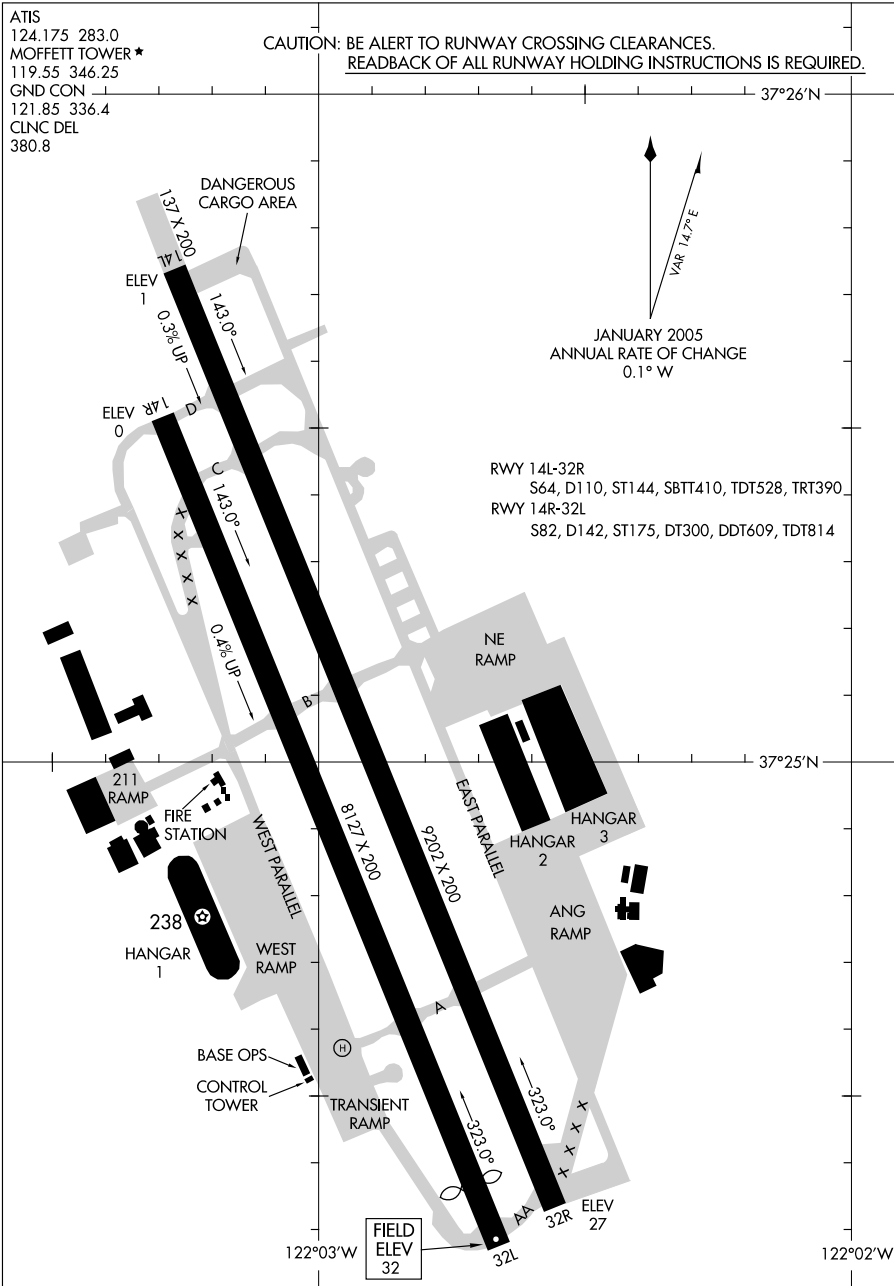
09071

## AIRPORT DIAGRAM

MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NTUQ)

AL-410 (FAA)

MOUNTAIN VIEW, CALIFORNIA



## AIRPORT DIAGRAM

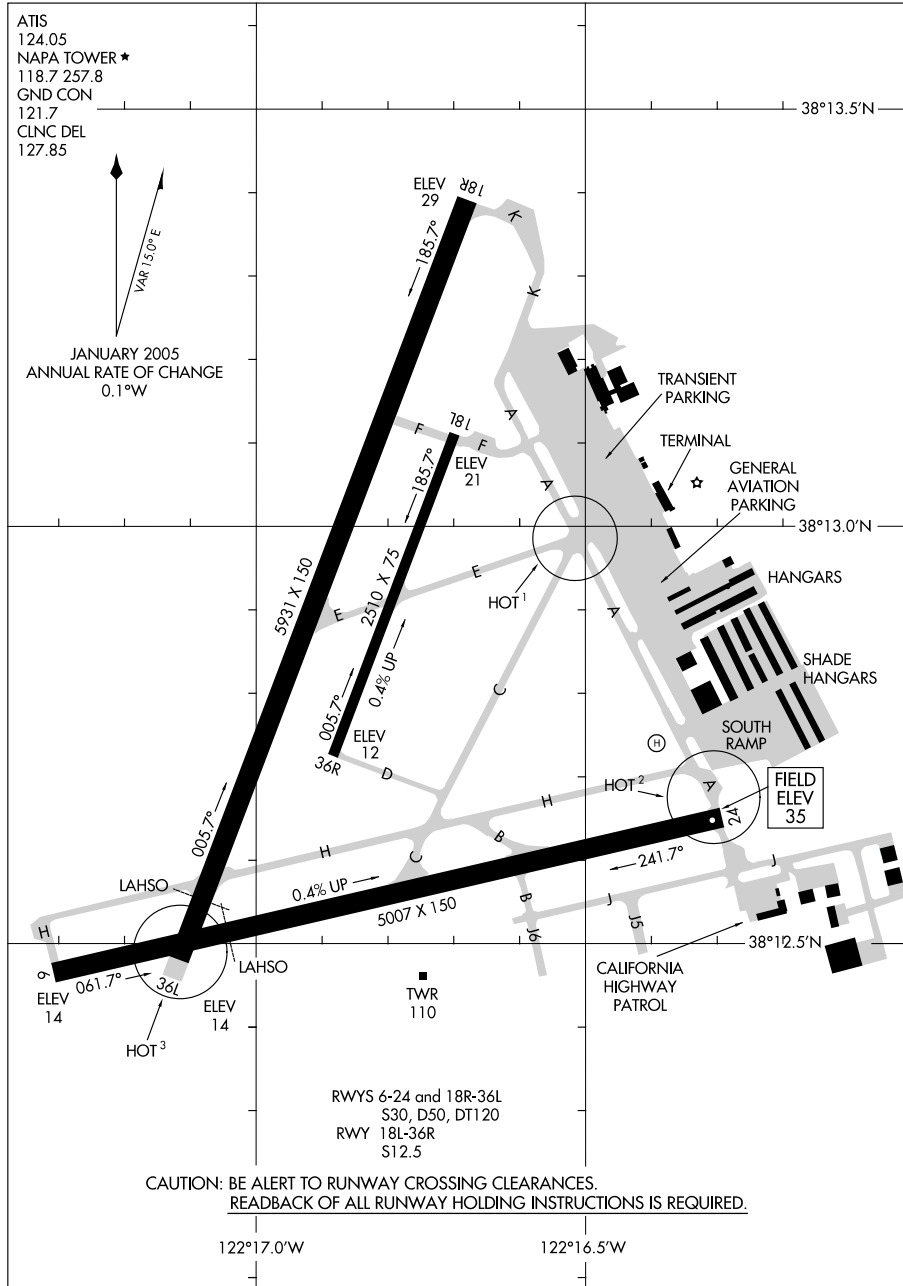
09071

MOUNTAIN VIEW, CALIFORNIA  
MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NTUQ)

10098

## AIRPORT DIAGRAM

AL-281 (FAA)

NAPA COUNTY (APC)  
NAPA, CALIFORNIA

## AIRPORT DIAGRAM

10098

NAPA, CALIFORNIA  
NAPA COUNTY (APC)



SAN DIEGO, CALIFORNIA

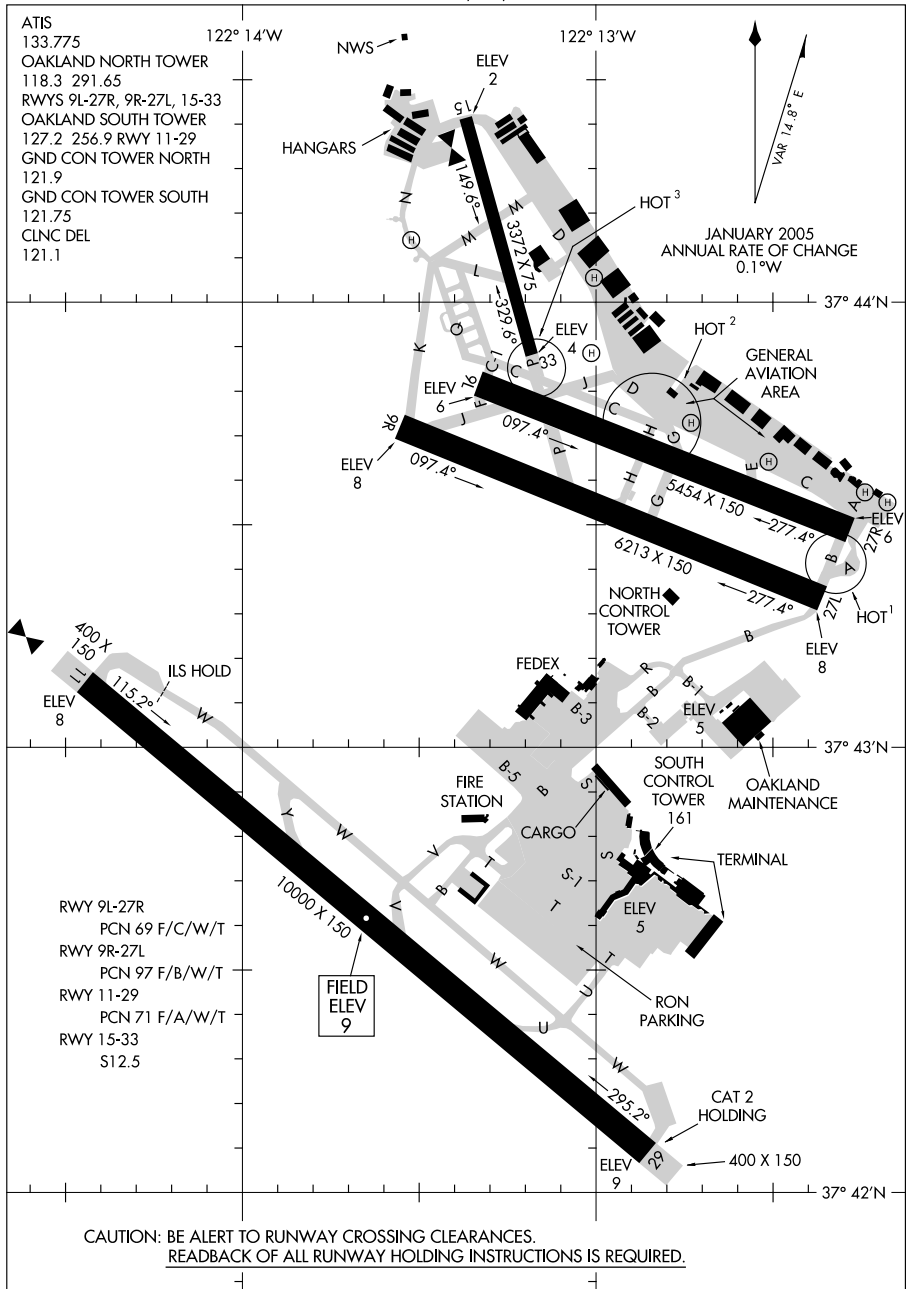
RWY 11-29  
PCN 77 R/B/W/T  
RWY 18-36  
PCN 80 R/B/W/T

SAN DIEGO, CALIFORNIA  
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

10042

# AIRPORT DIAGRAM

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)  
AL-294 (FAA) OAKLAND, CALIFORNIA



## AIRPORT DIAGRAM

OAKLAND, CALIFORNIA  
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

10042

SW, 03 JUN 2010 to 29 JUL 2010

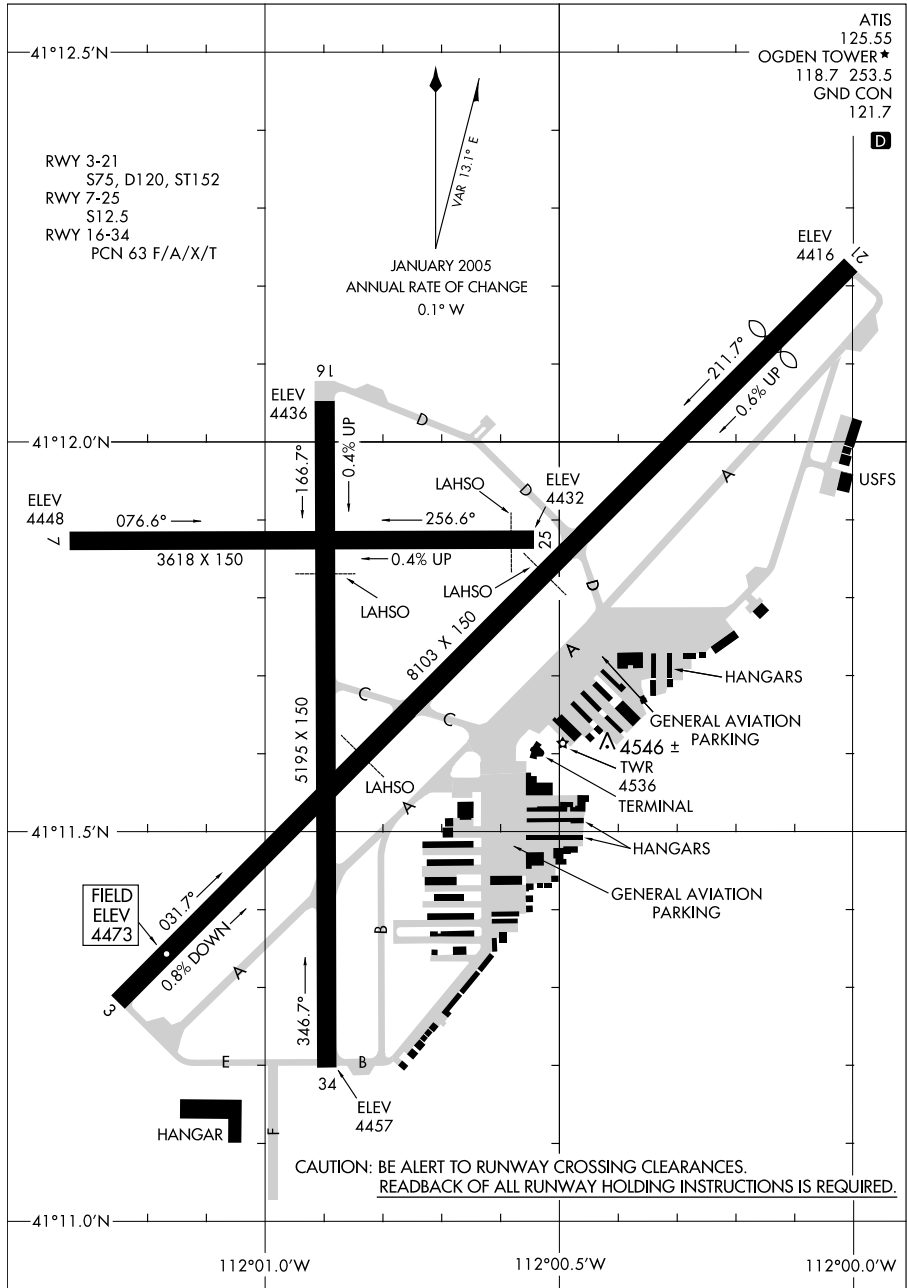


09351

# AIRPORT DIAGRAM

AL-297 (FAA)

OGDEN-HINCKLEY (OGD)  
OGDEN, UTAH



# AIRPORT DIAGRAM

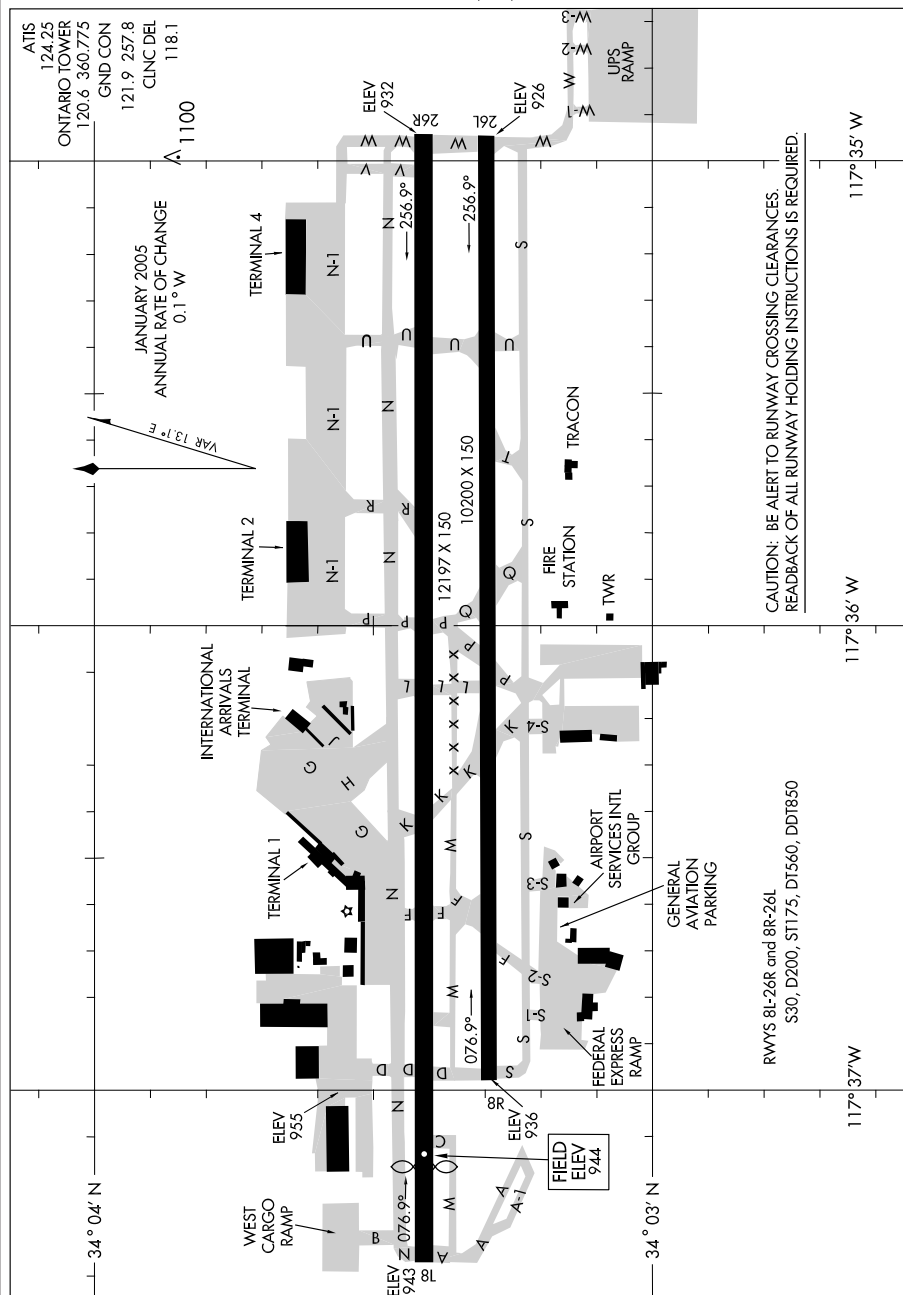
09351

OGDEN, UTAH  
OGDEN-HINCKLEY (OGD)

10154

## AIRPORT DIAGRAM

AL-965 (FAA)

ONTARIO INTL (ONT)  
ONTARIO, CALIFORNIA

## AIRPORT DIAGRAM

10154

ONTARIO, CALIFORNIA  
ONTARIO INTL (ONT)

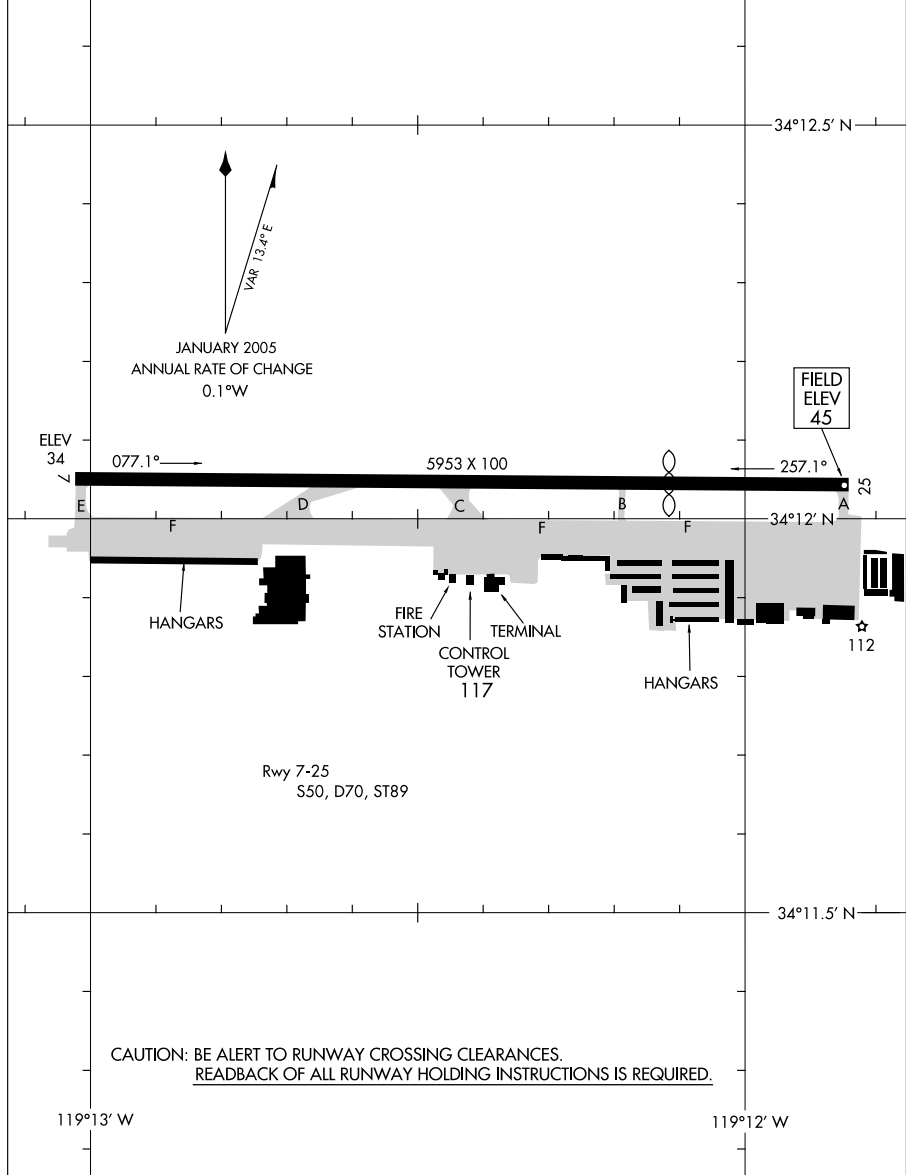
08325

# AIRPORT DIAGRAM

AL-674 (FAA)

OXNARD (OXR)  
OXNARD, CALIFORNIA

ATIS 118.05  
OXNARD TOWER ★  
134.95 257.8  
GND CON  
121.9



# AIRPORT DIAGRAM

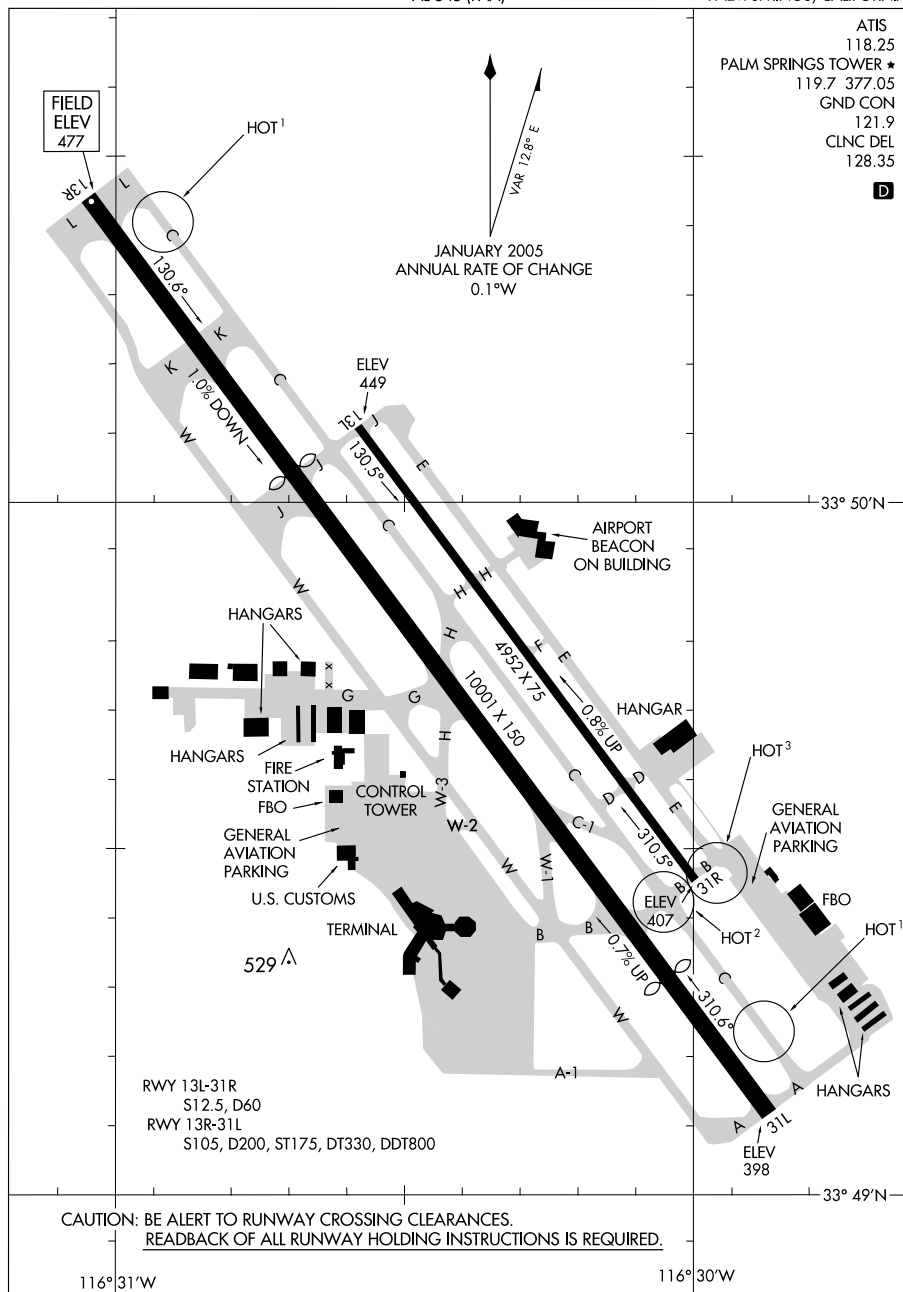
08325

OXNARD, CALIFORNIA  
OXNARD (OXR)

09351

## AIRPORT DIAGRAM

AL-545 (FAA)

PALM SPRINGS INTL (PSP)  
PALM SPRINGS, CALIFORNIA

## AIRPORT DIAGRAM

PALM SPRINGS, CALIFORNIA  
PALM SPRINGS INTL (PSP)

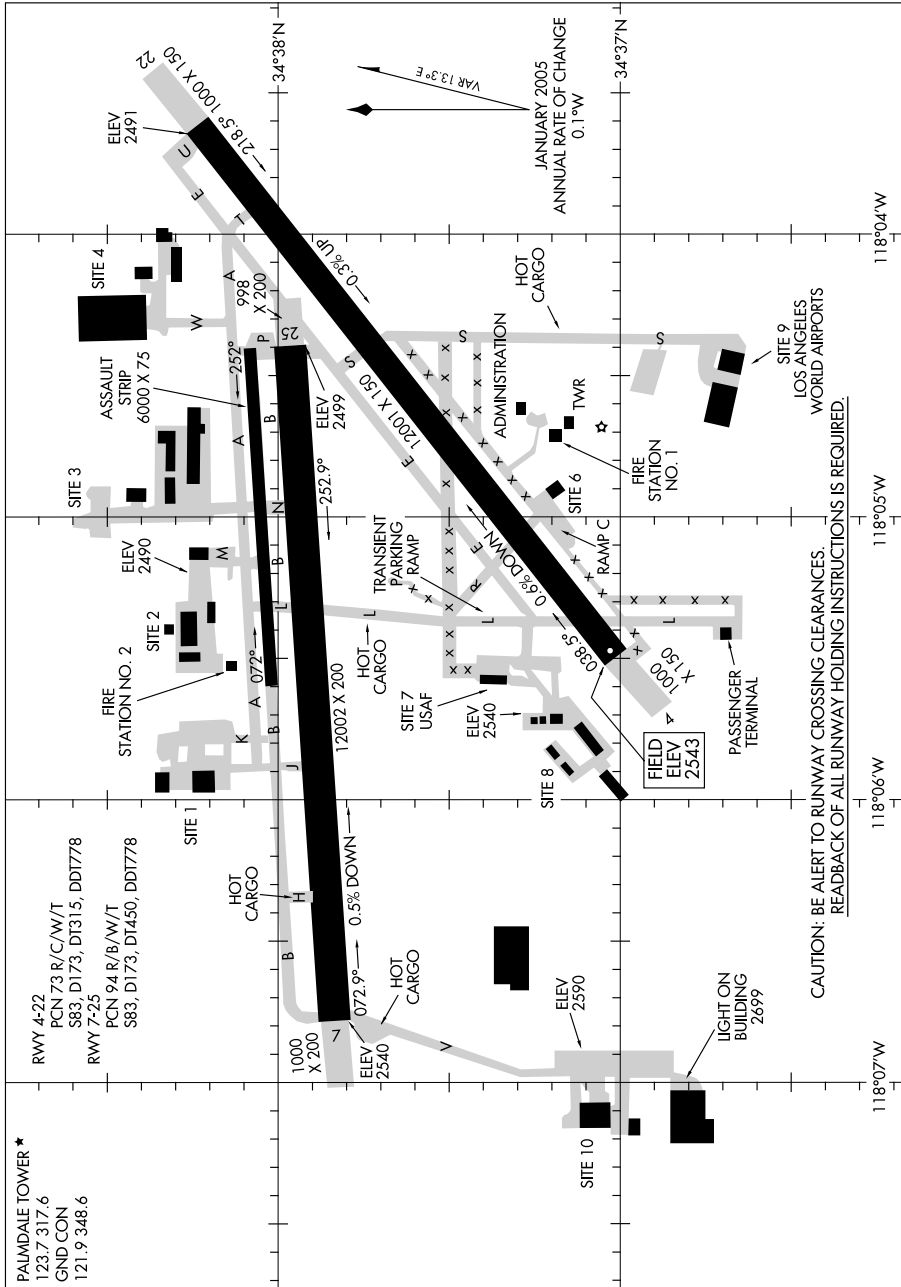
09351

10042

## AIRPORT DIAGRAM

PALMDALE RGNL/USAF PLANT 42 (PMD)  
PALMDALE, CALIFORNIA

AL-310 (FAA)



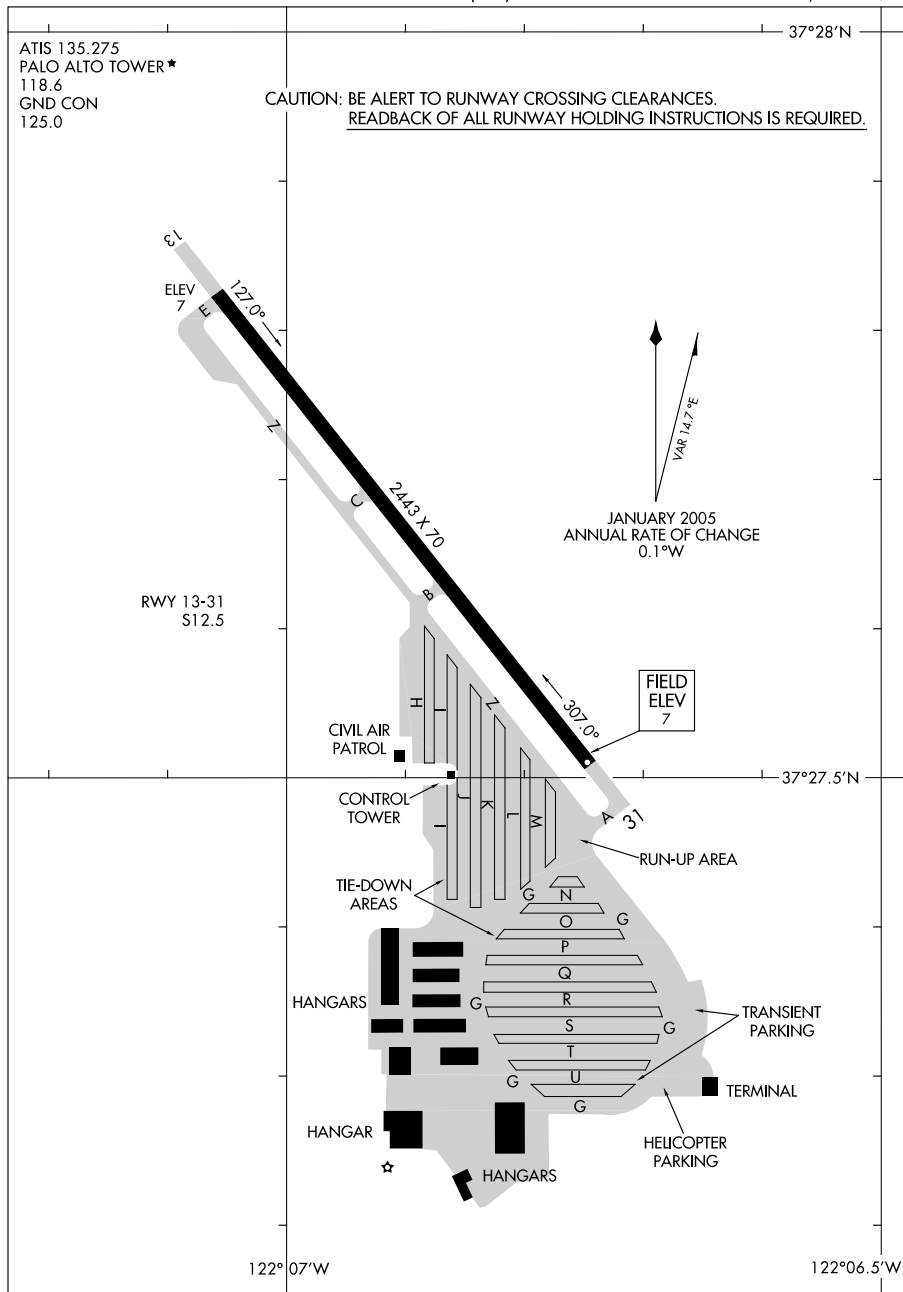
## AIRPORT DIAGRAM

PALMDALE, CALIFORNIA  
PALMDALE RGNL/USAF PLANT 42 (PMD)

10042

08213

## AIRPORT DIAGRAM

PALO ALTO AIRPORT OF SANTA CLARA COUNTY (P.A.O)  
AL-9216 (FAA) PALO ALTO, CALIFORNIA

## AIRPORT DIAGRAM

08213

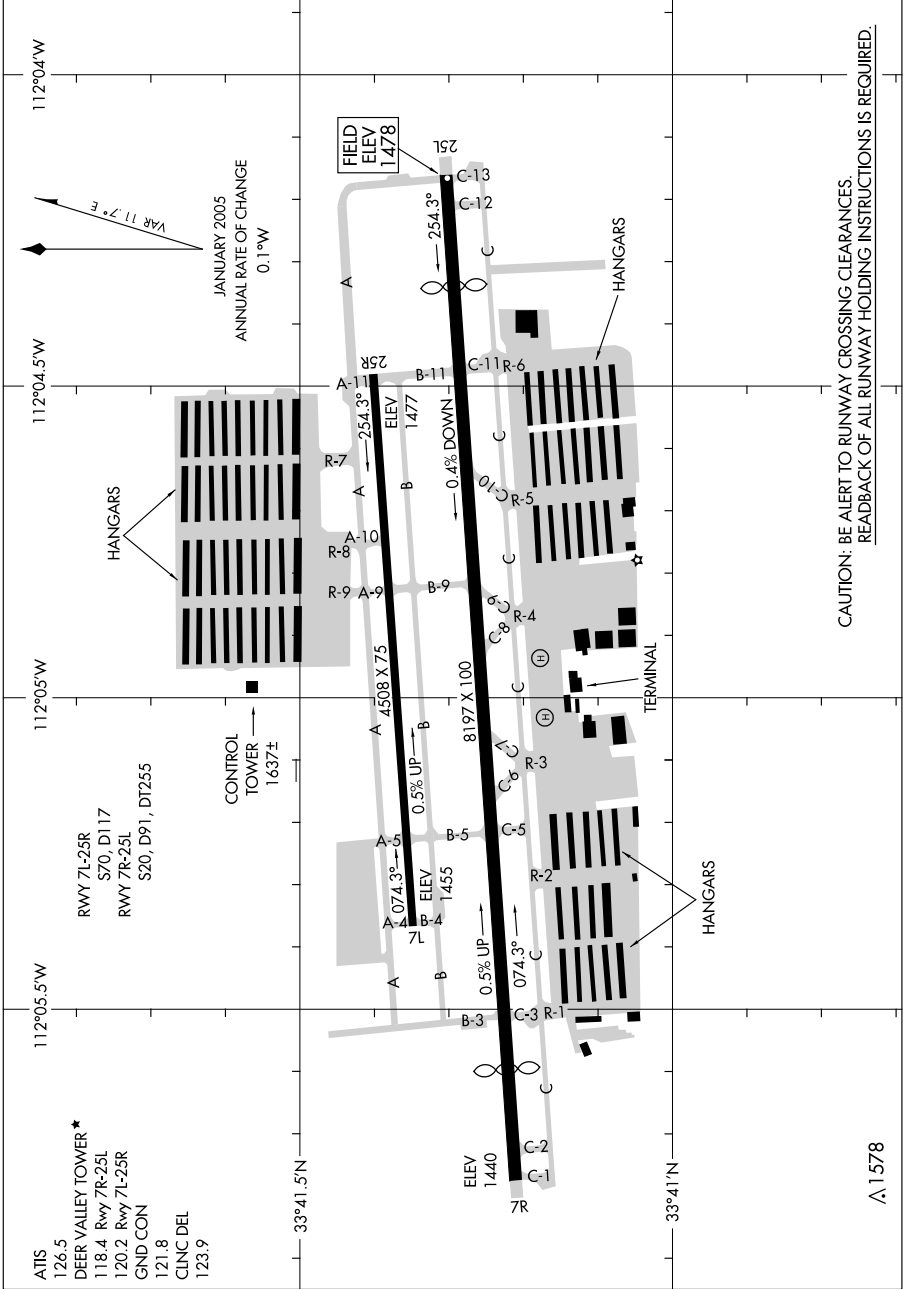
PALO ALTO, CALIFORNIA  
PALO ALTO AIRPORT OF SANTA CLARA COUNTY (P.A.O)

09071

AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)  
PHOENIX, ARIZONA



AIRPORT DIAGRAM

09071

PHOENIX, ARIZONA  
PHOENIX DEER VALLEY (DVT)

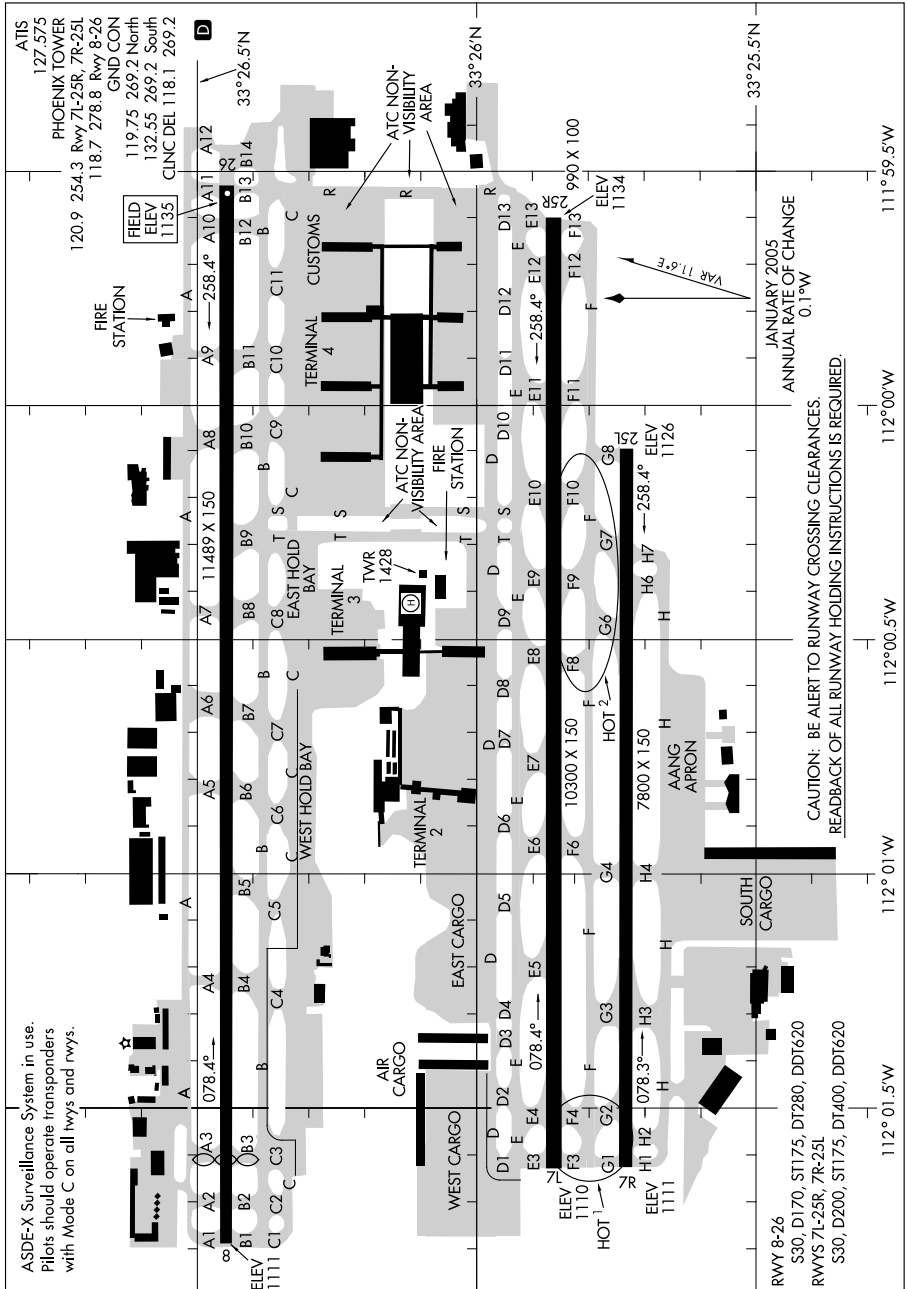
10154

## AIRPORT DIAGRAM

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



## AIRPORT DIAGRAM

10154

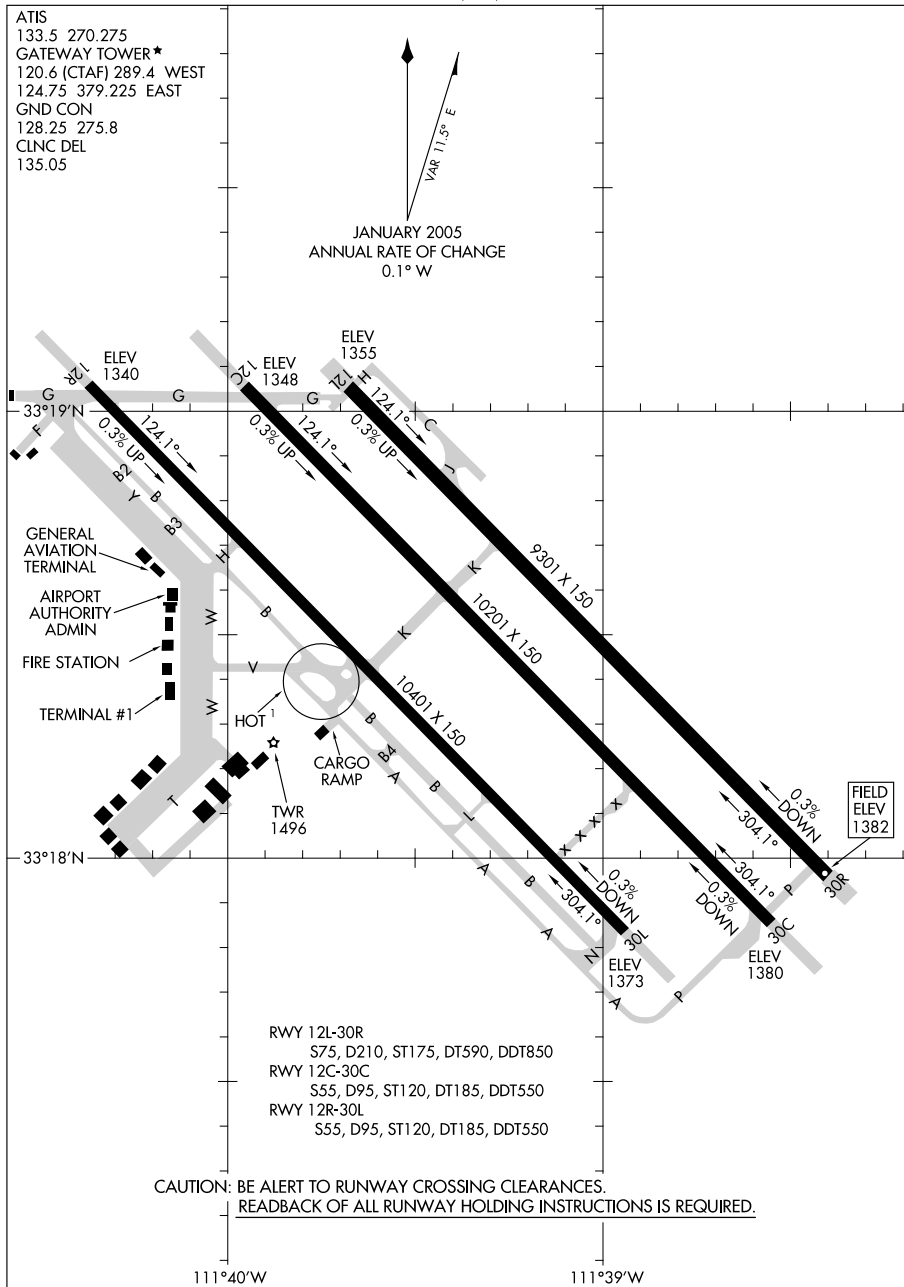
PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)



10098

## AIRPORT DIAGRAM

PHOENIX-MESA GATEWAY (IWA)  
PHOENIX, ARIZONA

## AIRPORT DIAGRAM

10098

PHOENIX, ARIZONA  
PHOENIX-MESA GATEWAY (IWA)

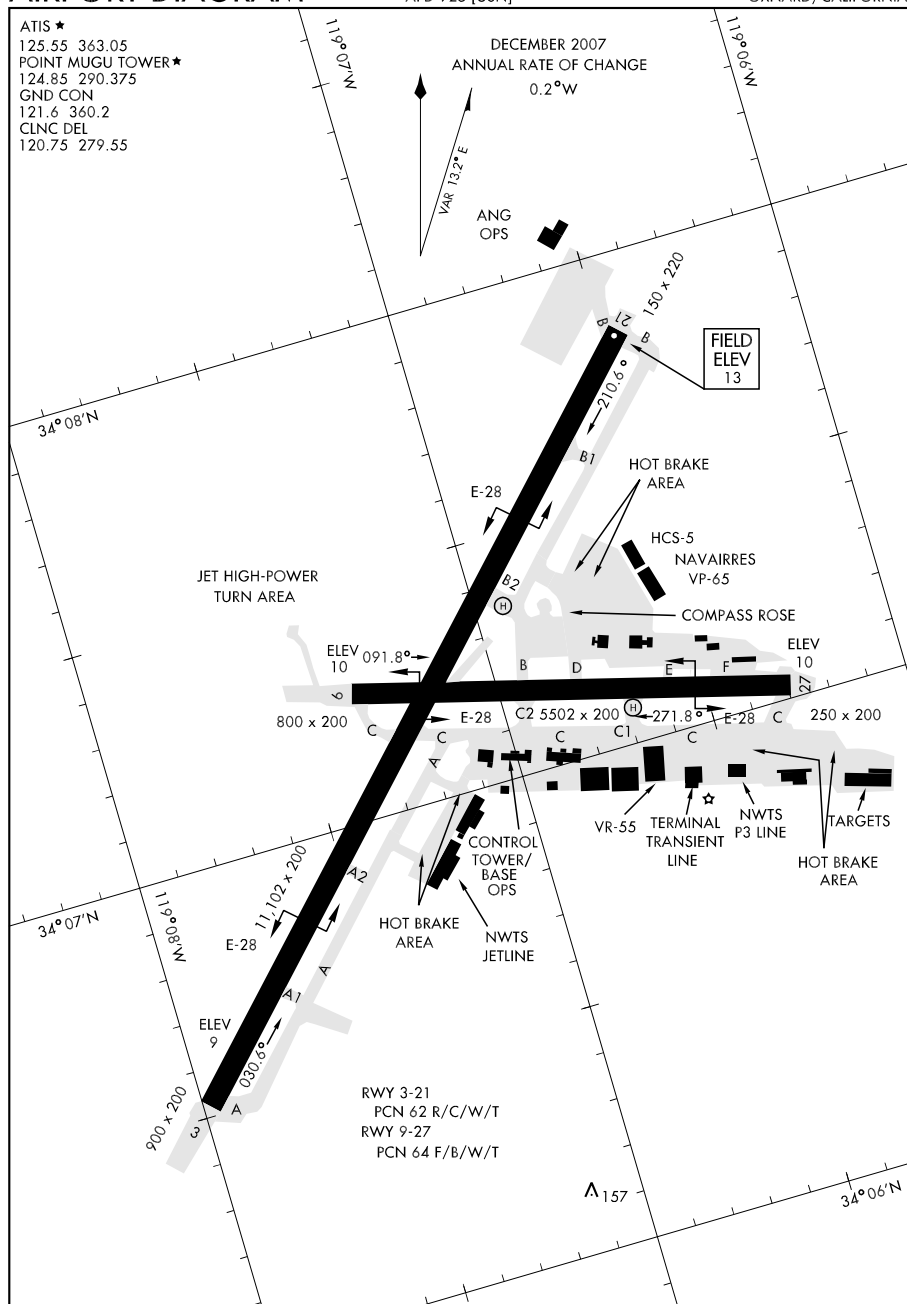
07354

## AIRPORT DIAGRAM

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

AFD-925 [USN]

OXNARD, CALIFORNIA



## AIRPORT DIAGRAM

OXNARD, CALIFORNIA

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

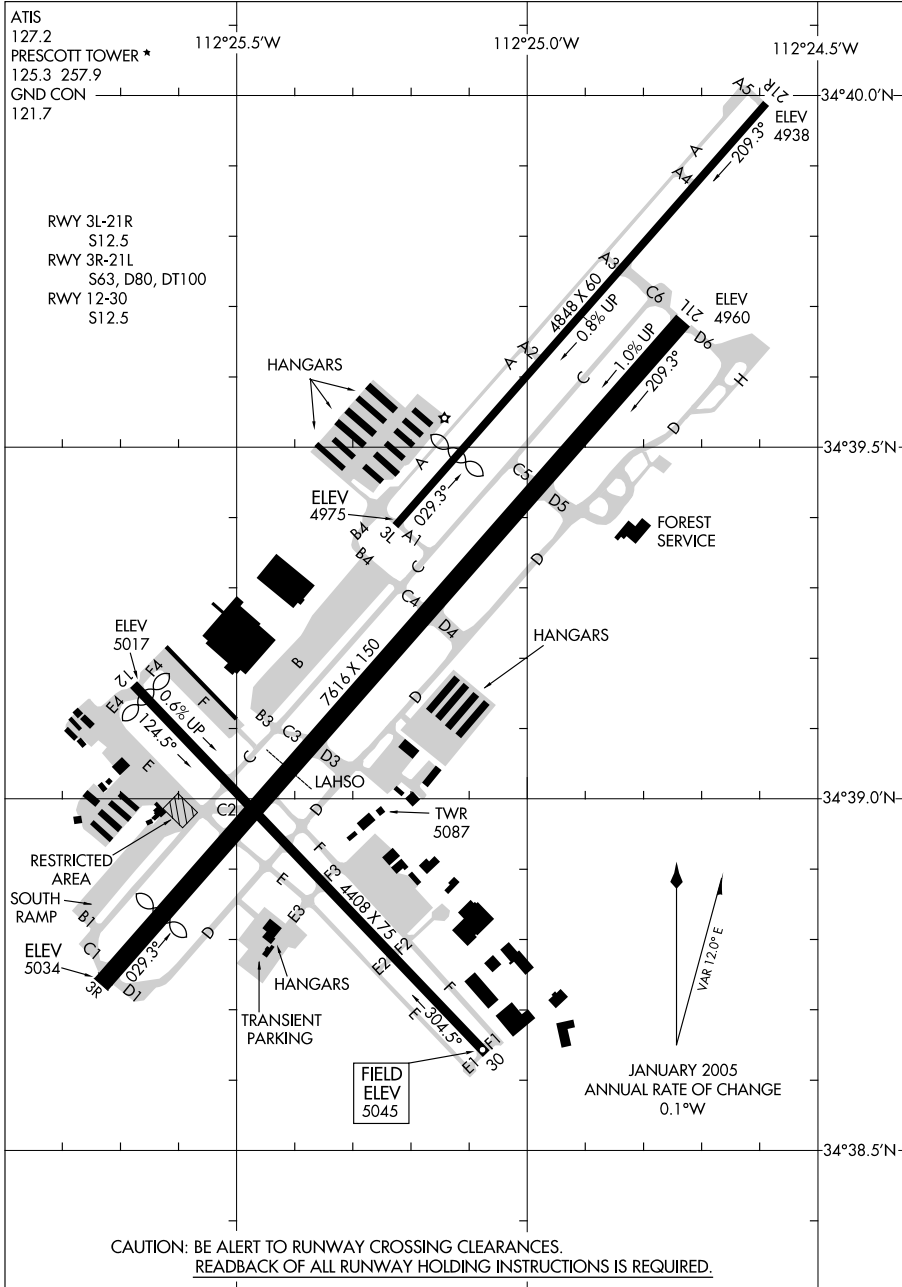
10098

# AIRPORT DIAGRAM

AL-546 (FAA)

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

PRESCOTT, ARIZONA



# AIRPORT DIAGRAM

PRESCOTT, ARIZONA

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

10098

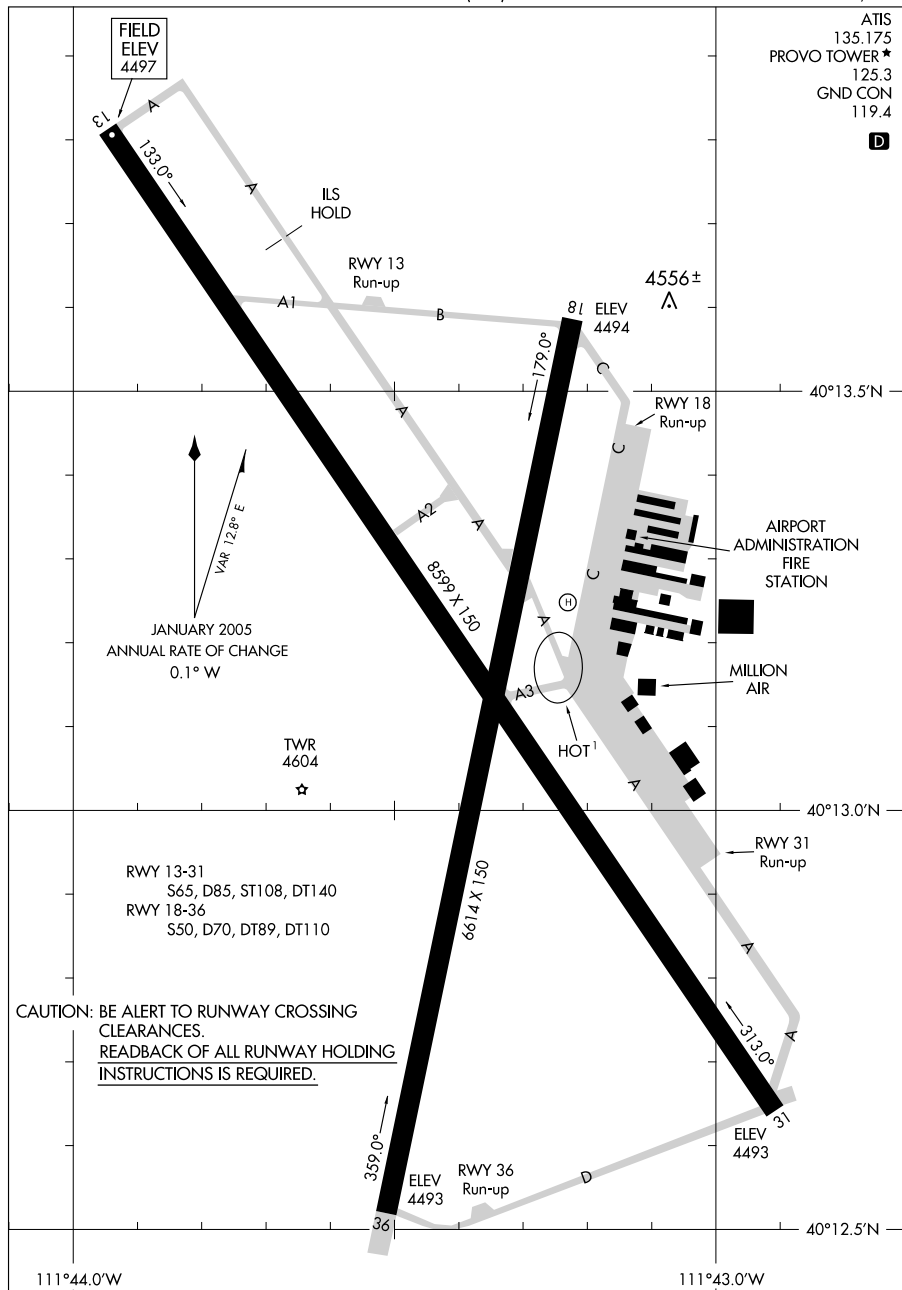
10098

## AIRPORT DIAGRAM

AL-683 (FAA)

PROVO MUNI (PVU)

PROVO, UTAH



## AIRPORT DIAGRAM

10098

PROVO, UTAH

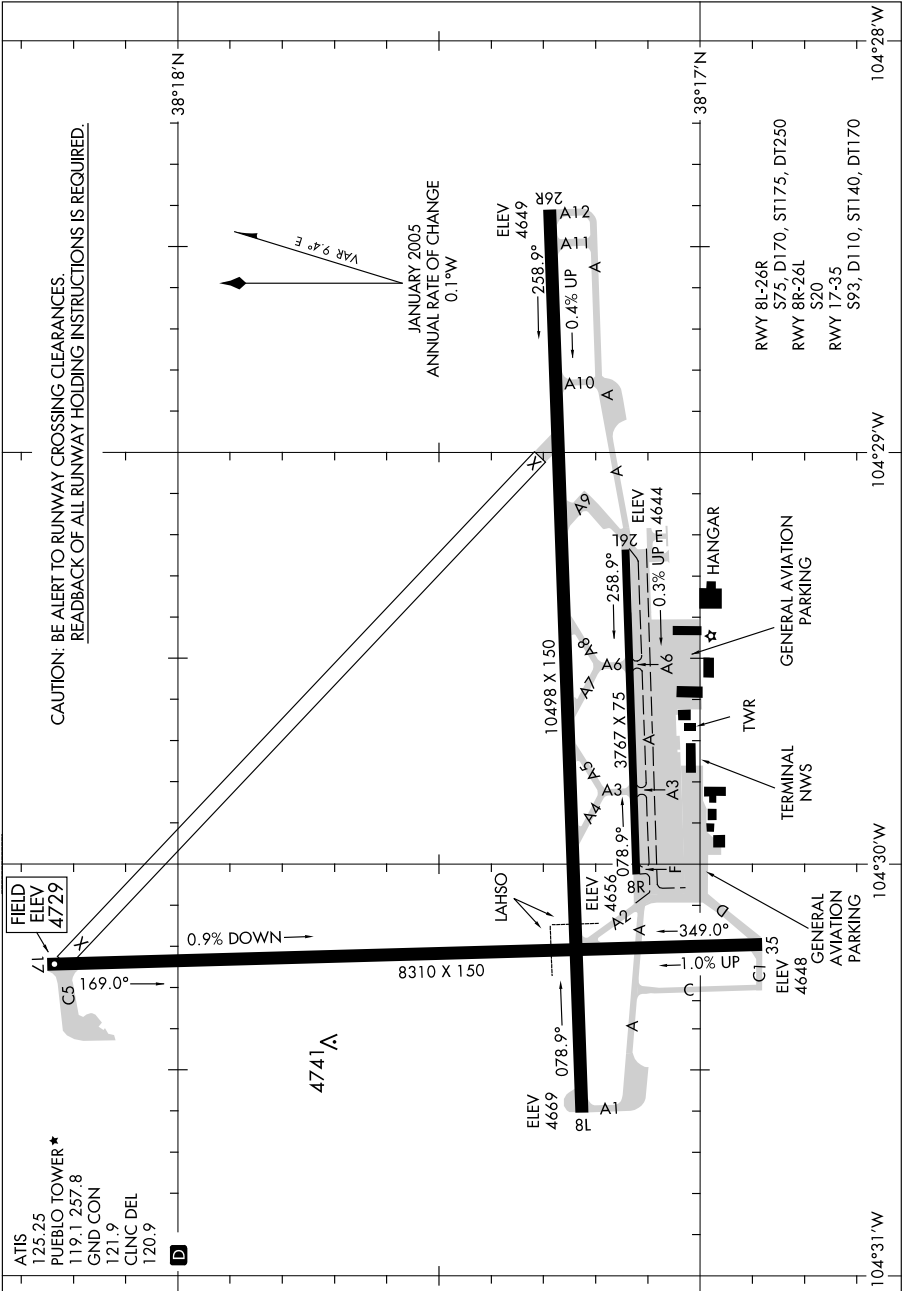
PROVO MUNI (PVU)

10154

AIRPORT DIAGRAM

AL-334 (FAA)

PUEBLO MEMORIAL (PUB)  
PUEBLO, COLORADO



AIRPORT DIAGRAM

10154

PUEBLO, COLORADO  
PUEBLO MEMORIAL (PUB)



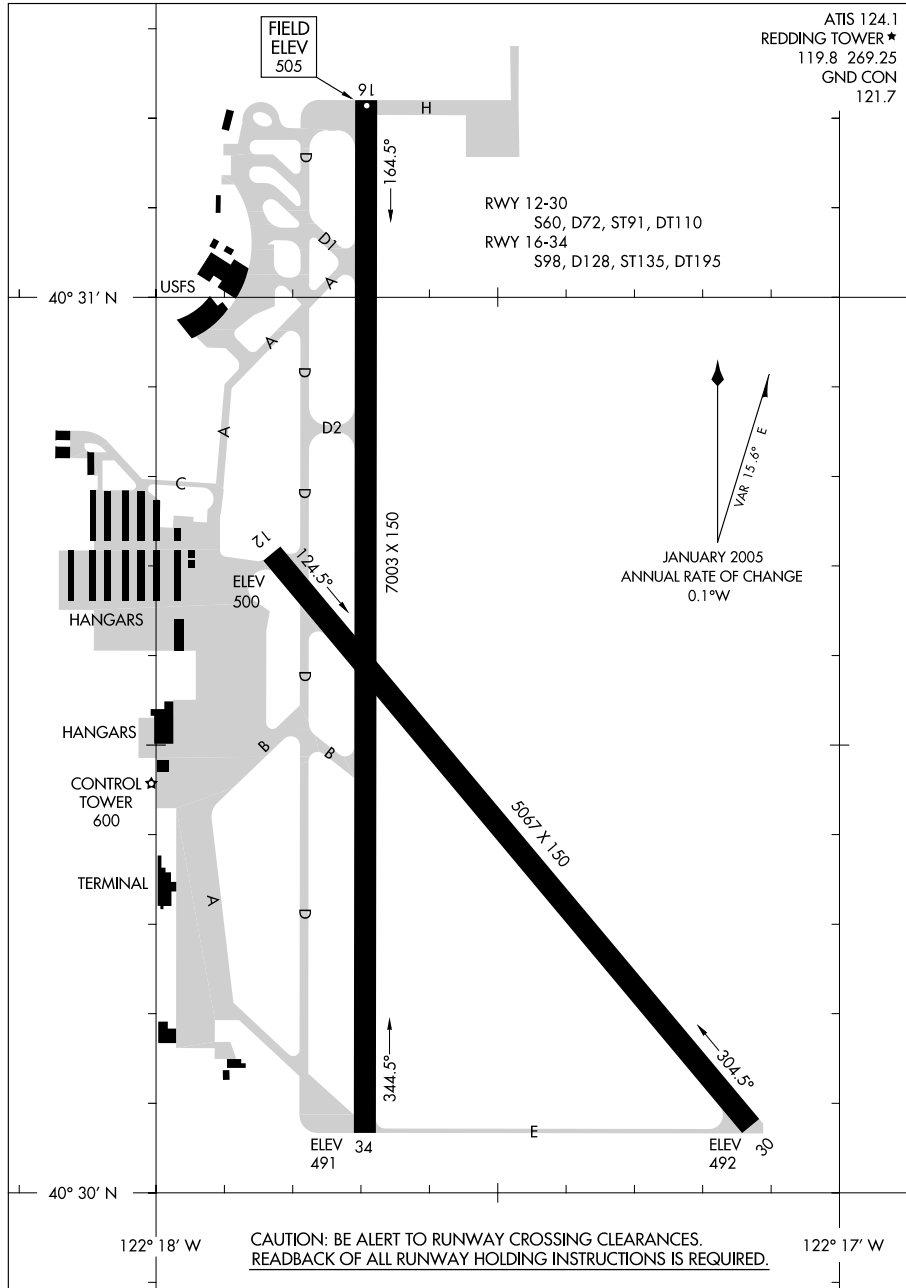
08325

## AIRPORT DIAGRAM

AL-688 (FAA)

REDDING MUNI (RDD)

REDDING, CALIFORNIA



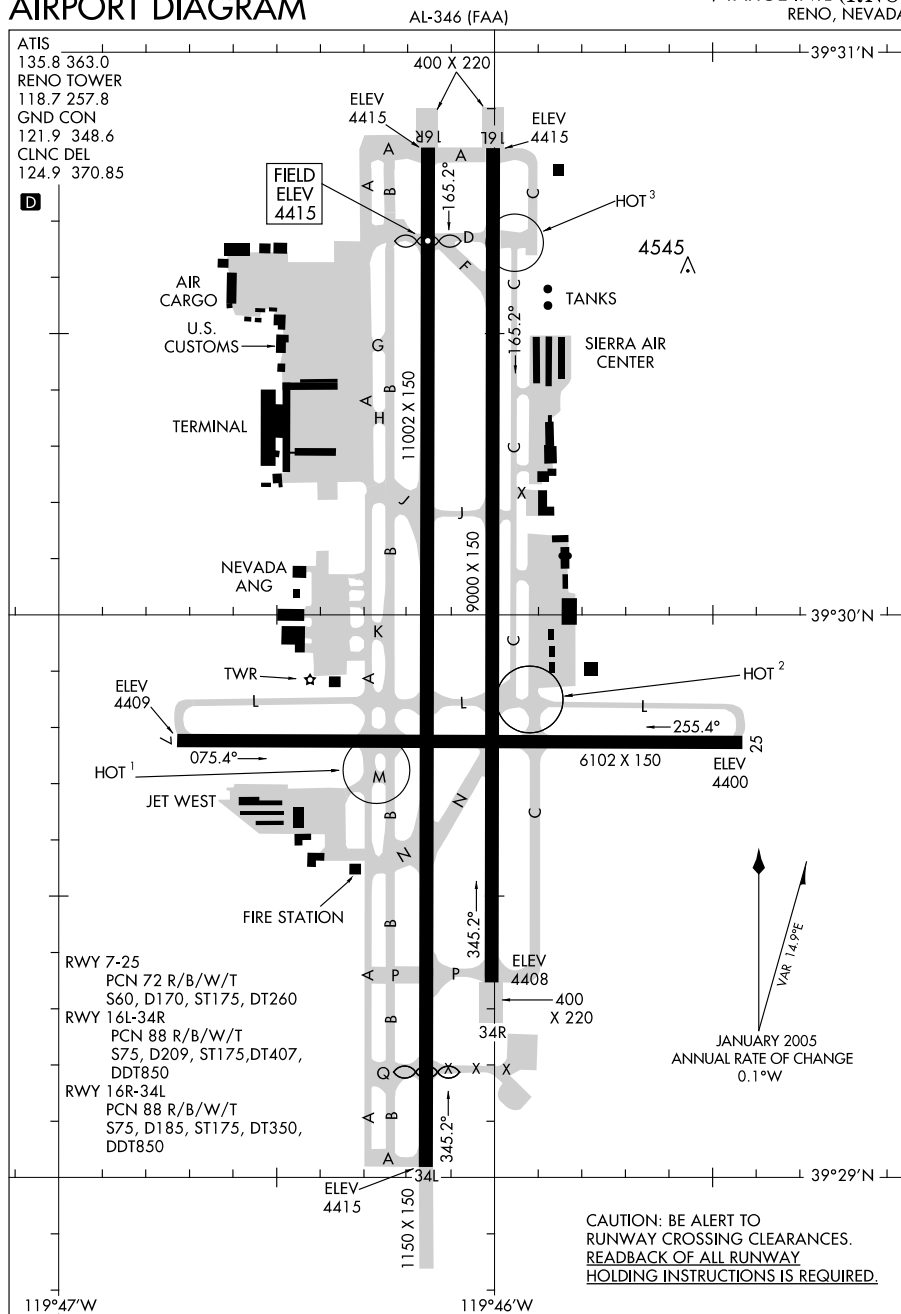
## AIRPORT DIAGRAM

08325

REDDING, CALIFORNIA  
REDDING MUNI (RDD)

09295

## AIRPORT DIAGRAM

RENO/TAHOE INTL (RNO)  
RENO, NEVADA

## AIRPORT DIAGRAM

09295

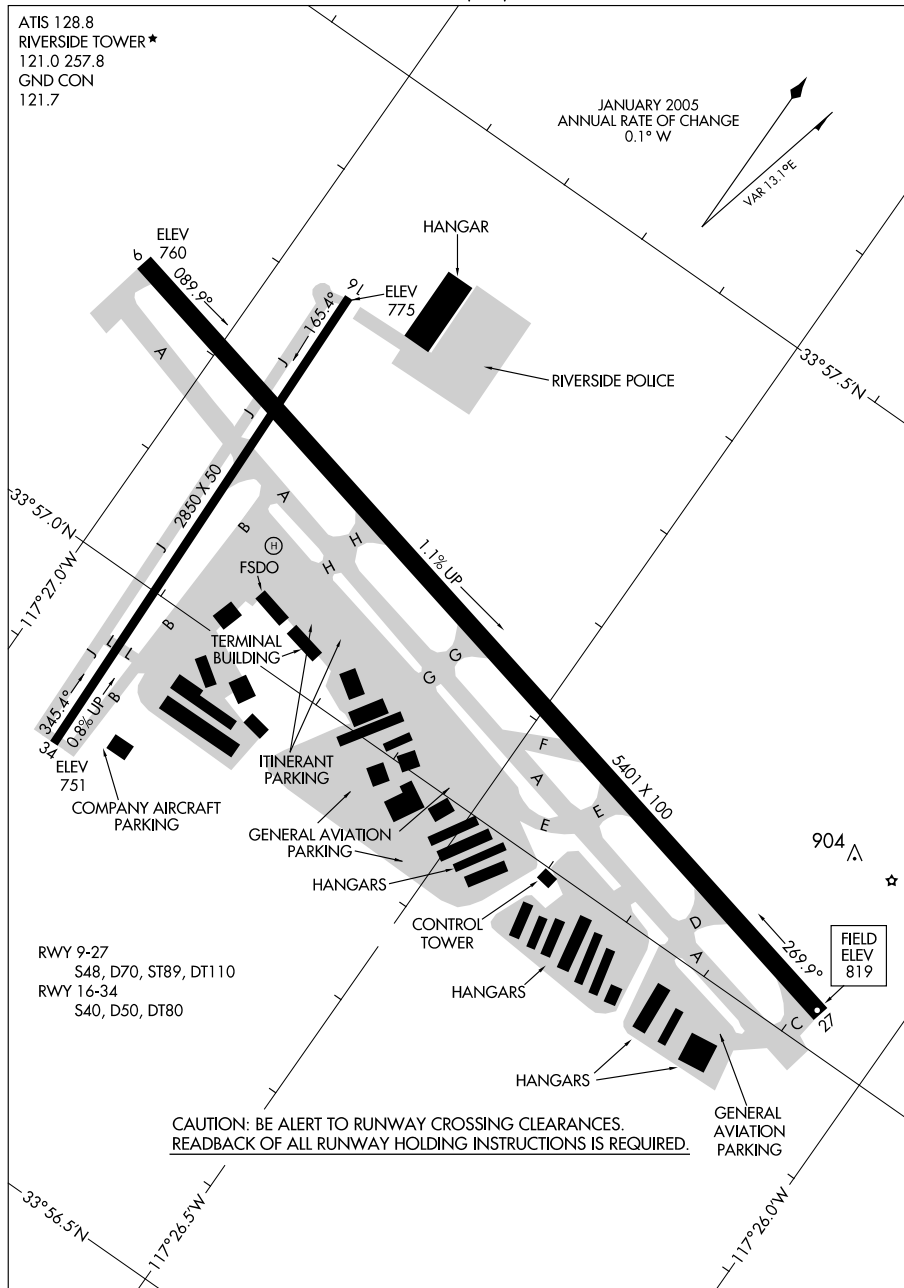
RENO, NEVADA  
RENO/TAHOE INTL (RNO)



07354

# AIRPORT DIAGRAM

RIVERSIDE MUNI (RAL)  
RIVERSIDE, CALIFORNIA



# AIRPORT DIAGRAM

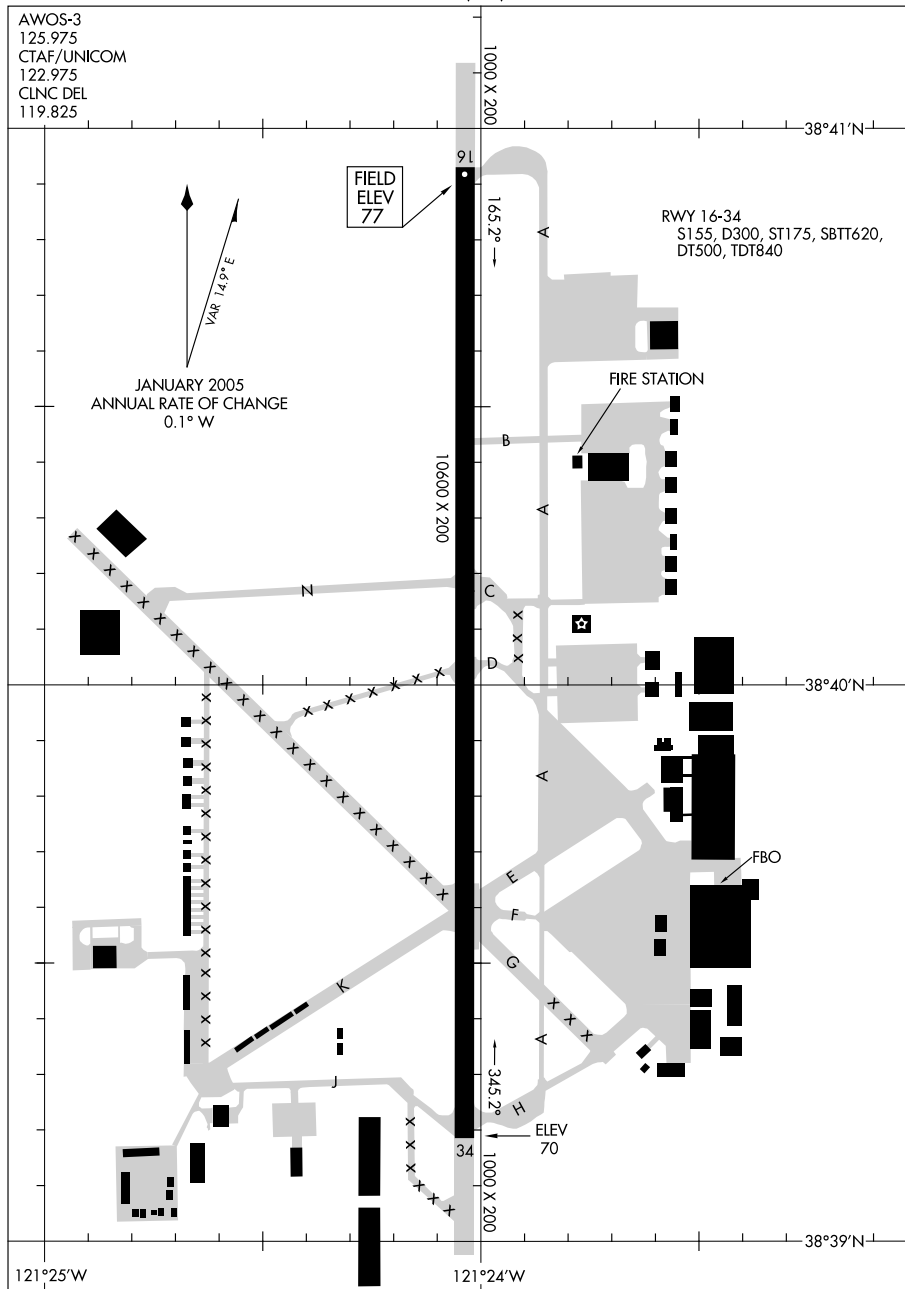
07354

RIVERSIDE, CALIFORNIA  
RIVERSIDE MUNI (RAL)



09239

## AIRPORT DIAGRAM

SACRAMENTO/ MC CLELLAN AIRFIELD (MCC)  
SACRAMENTO, CALIFORNIA

## AIRPORT DIAGRAM

09239

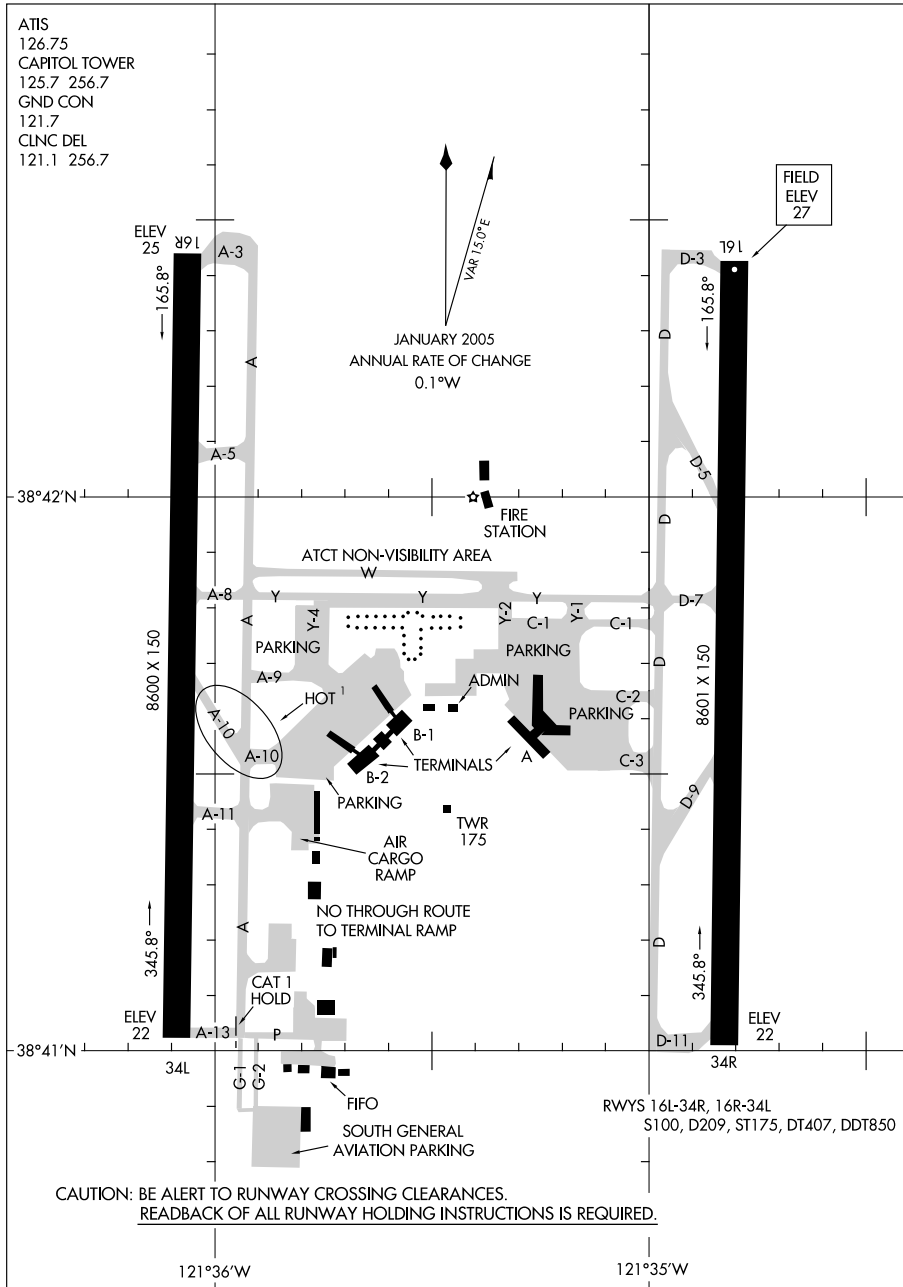
SACRAMENTO, CALIFORNIA  
SACRAMENTO/ MC CLELLAN AIRFIELD (MCC)



10154

## AIRPORT DIAGRAM

AL-5490 (FAA)

SACRAMENTO INTL (SMF)  
SACRAMENTO, CALIFORNIA

## AIRPORT DIAGRAM

10154

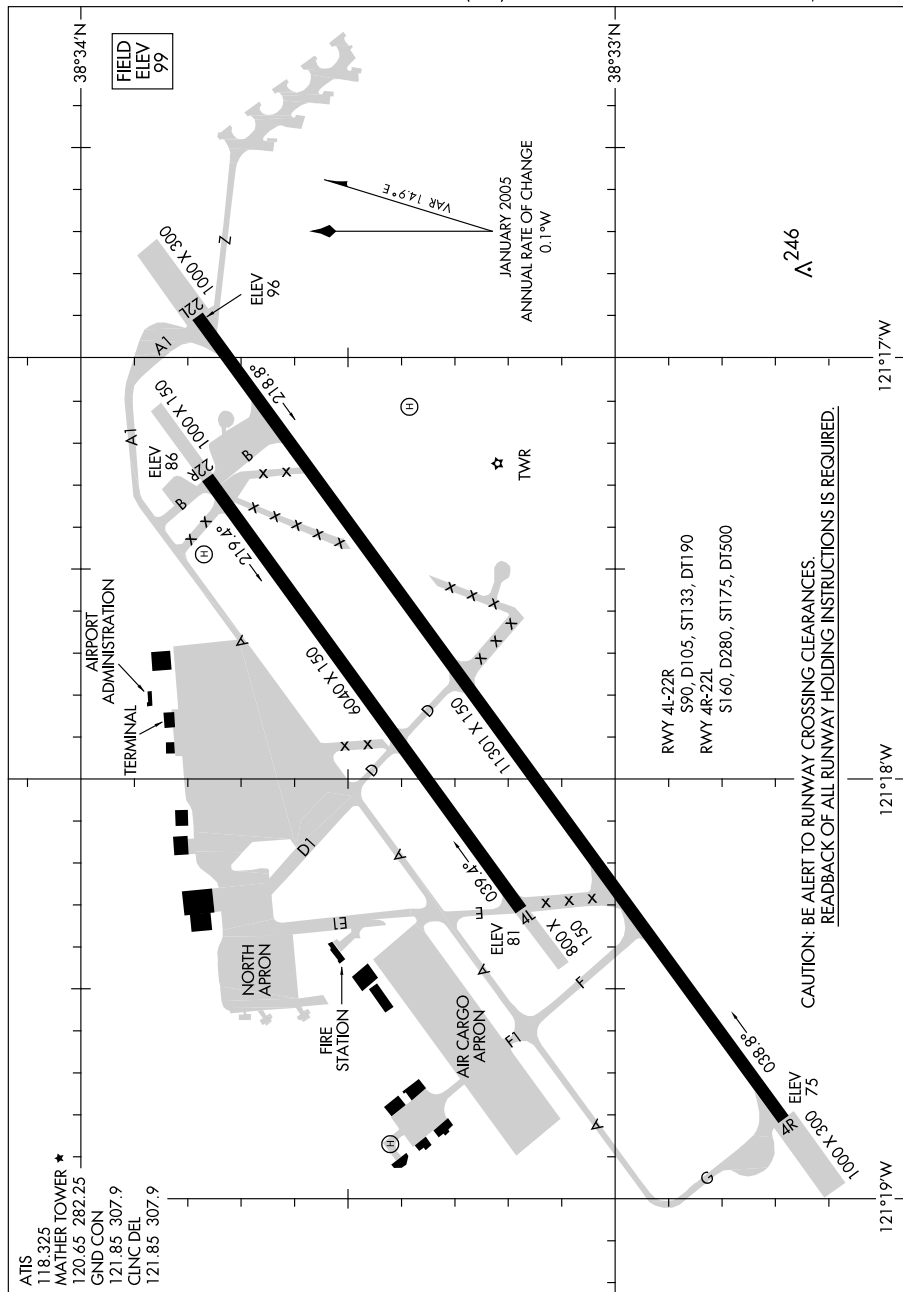
SACRAMENTO, CALIFORNIA  
SACRAMENTO INTL (SMF)

10042

## AIRPORT DIAGRAM

AL-356 (FAA)

SACRAMENTO MATHER (MHR)  
SACRAMENTO, CALIFORNIA



## AIRPORT DIAGRAM

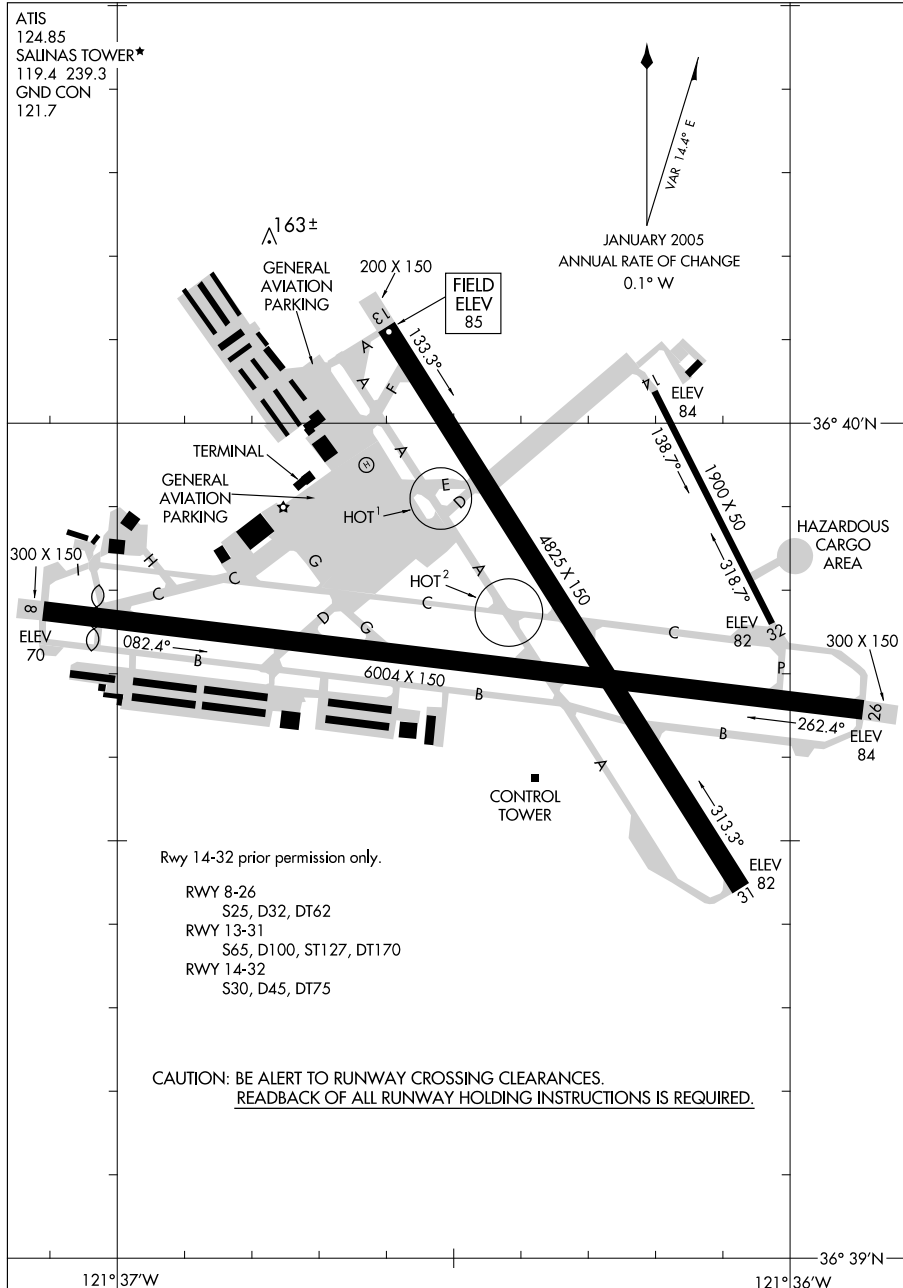
10042

SACRAMENTO, CALIFORNIA  
SACRAMENTO MATHER (MHR)

09295

## AIRPORT DIAGRAM

AL-363 (FAA)

SALINAS MUNI (SNS)  
SALINAS, CALIFORNIA

## AIRPORT DIAGRAM

09295

SALINAS, CALIFORNIA  
SALINAS MUNI (SNS)

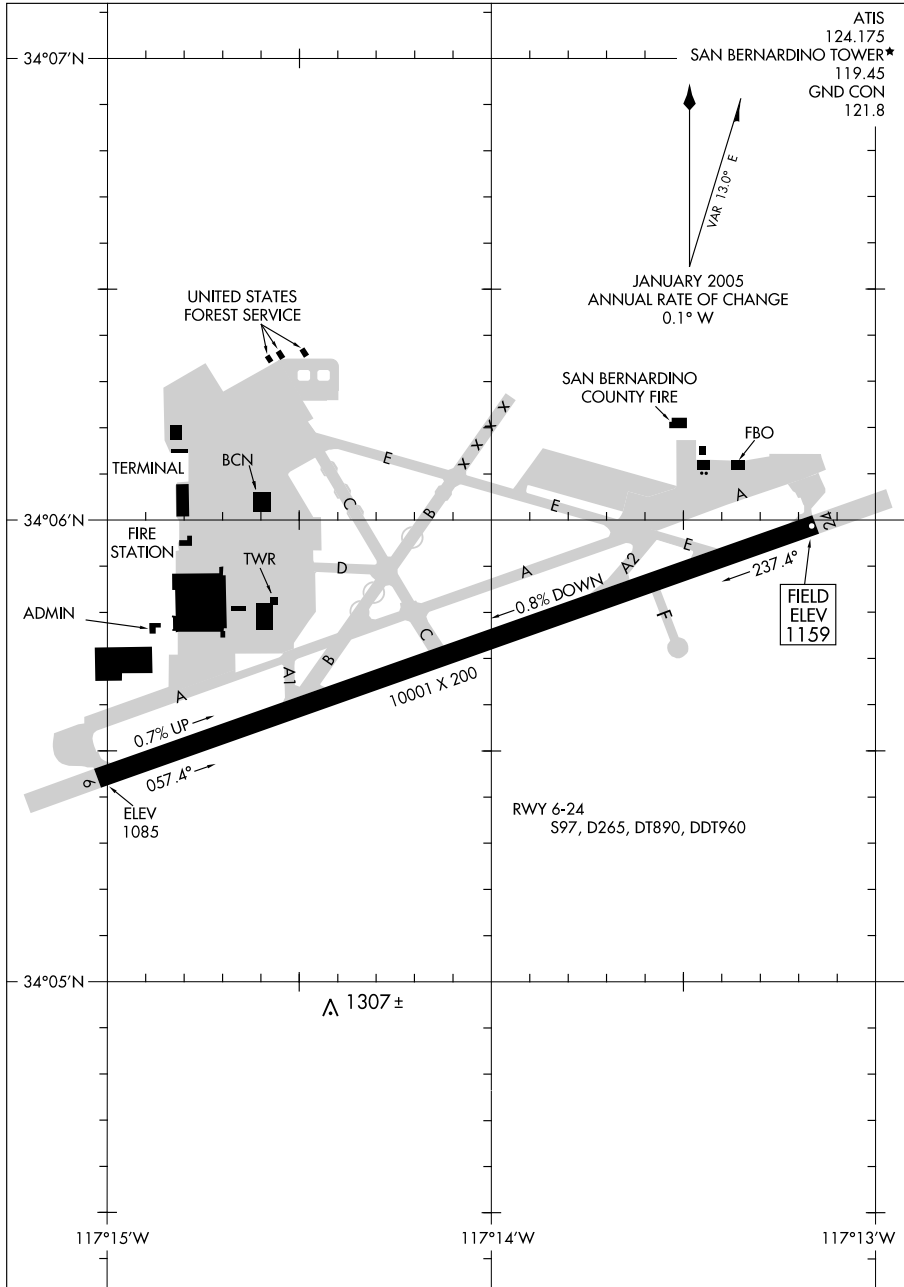




10154

## AIRPORT DIAGRAM

AL-547 (FAA)

SAN BERNARDINO INTL (SBD)  
SAN BERNARDINO, CALIFORNIA

## AIRPORT DIAGRAM

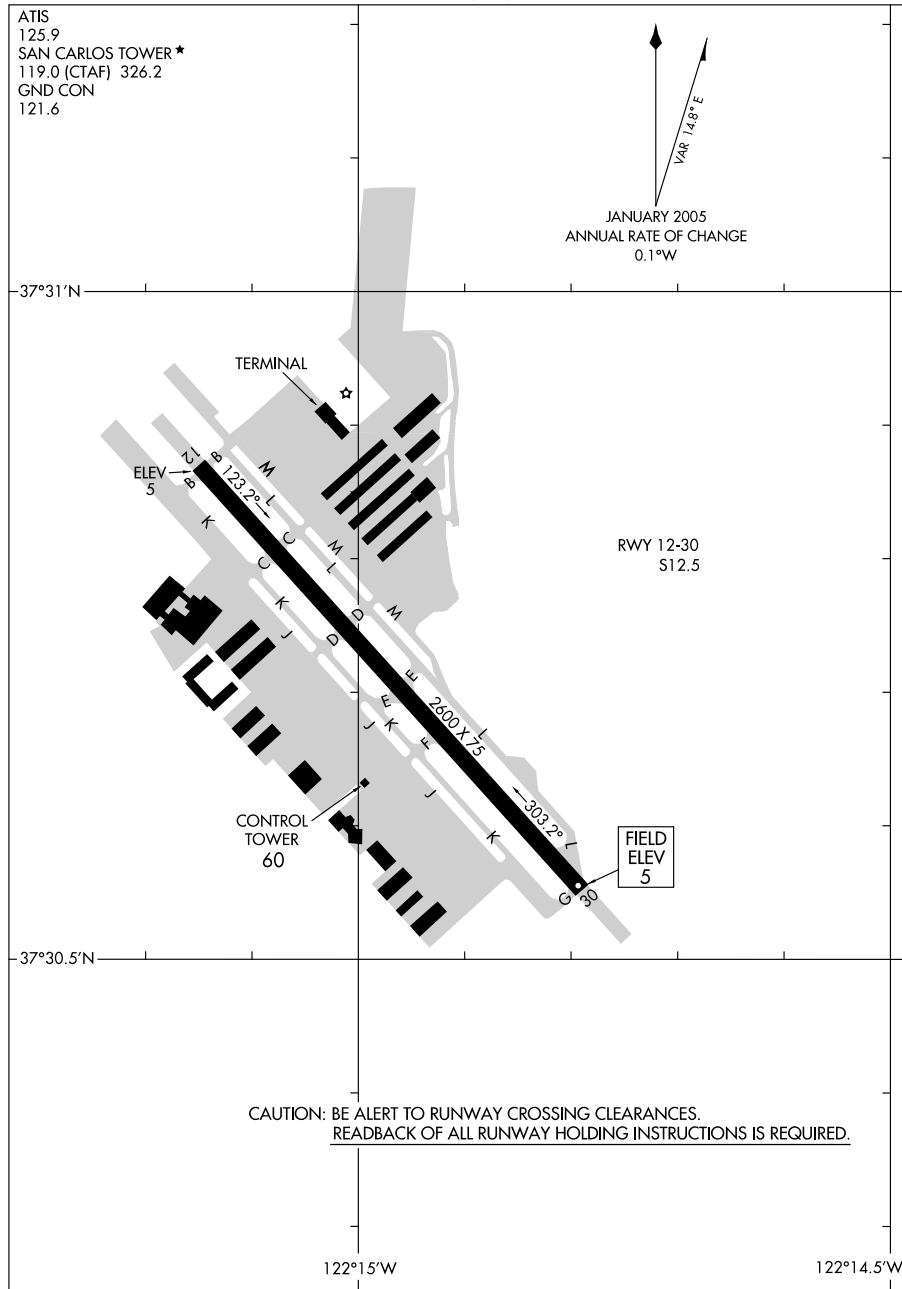
10154

SAN BERNARDINO, CALIFORNIA  
SAN BERNARDINO INTL (SBD)

08157

## AIRPORT DIAGRAM

AL-9219 (FAA)

SAN CARLOS (SQL)  
SAN CARLOS, CALIFORNIA

## AIRPORT DIAGRAM

08157

SAN CARLOS, CALIFORNIA  
SAN CARLOS (SQL)

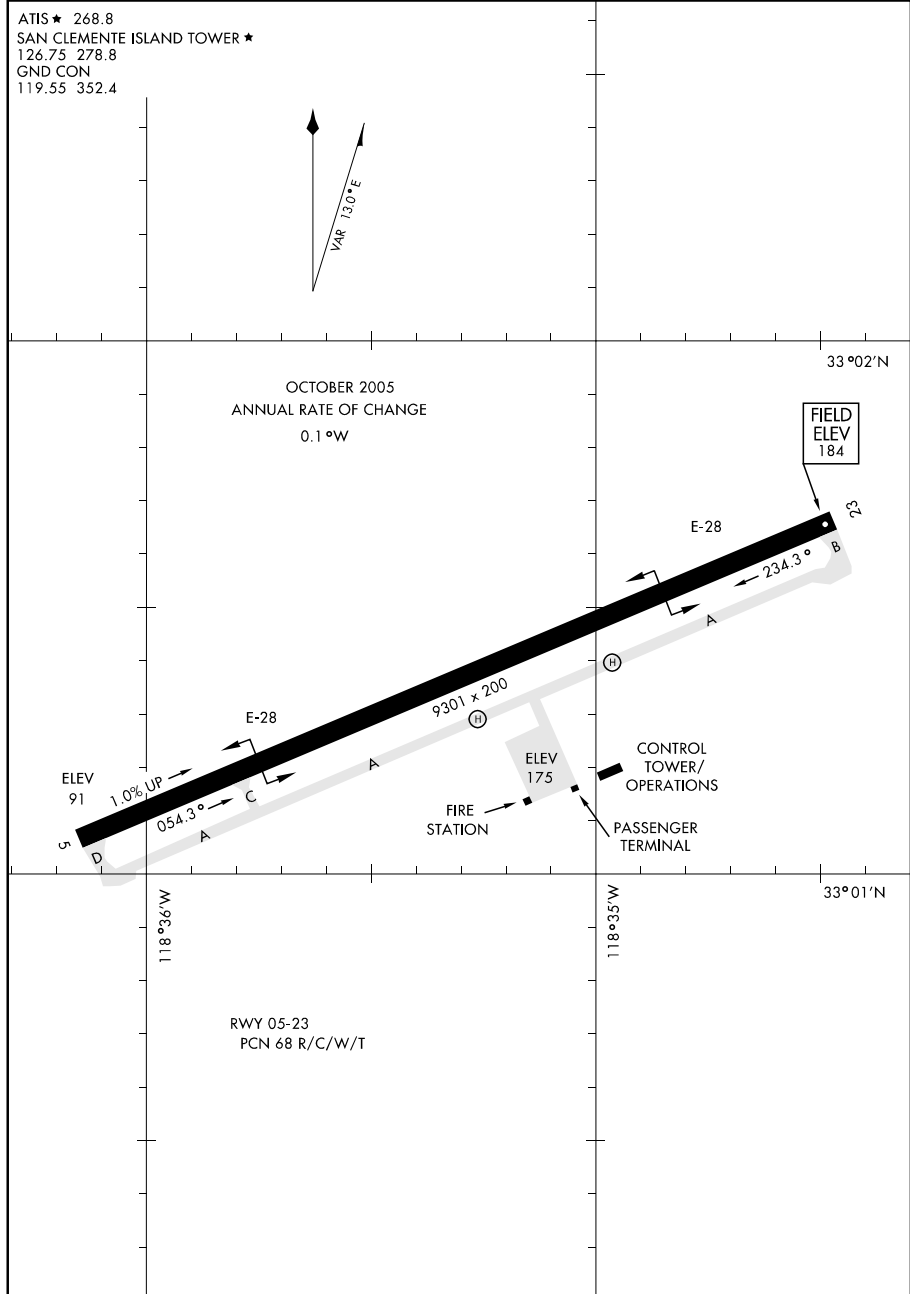
05300

# AIRPORT DIAGRAM

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (NUC)

AFD-5126 [USN]

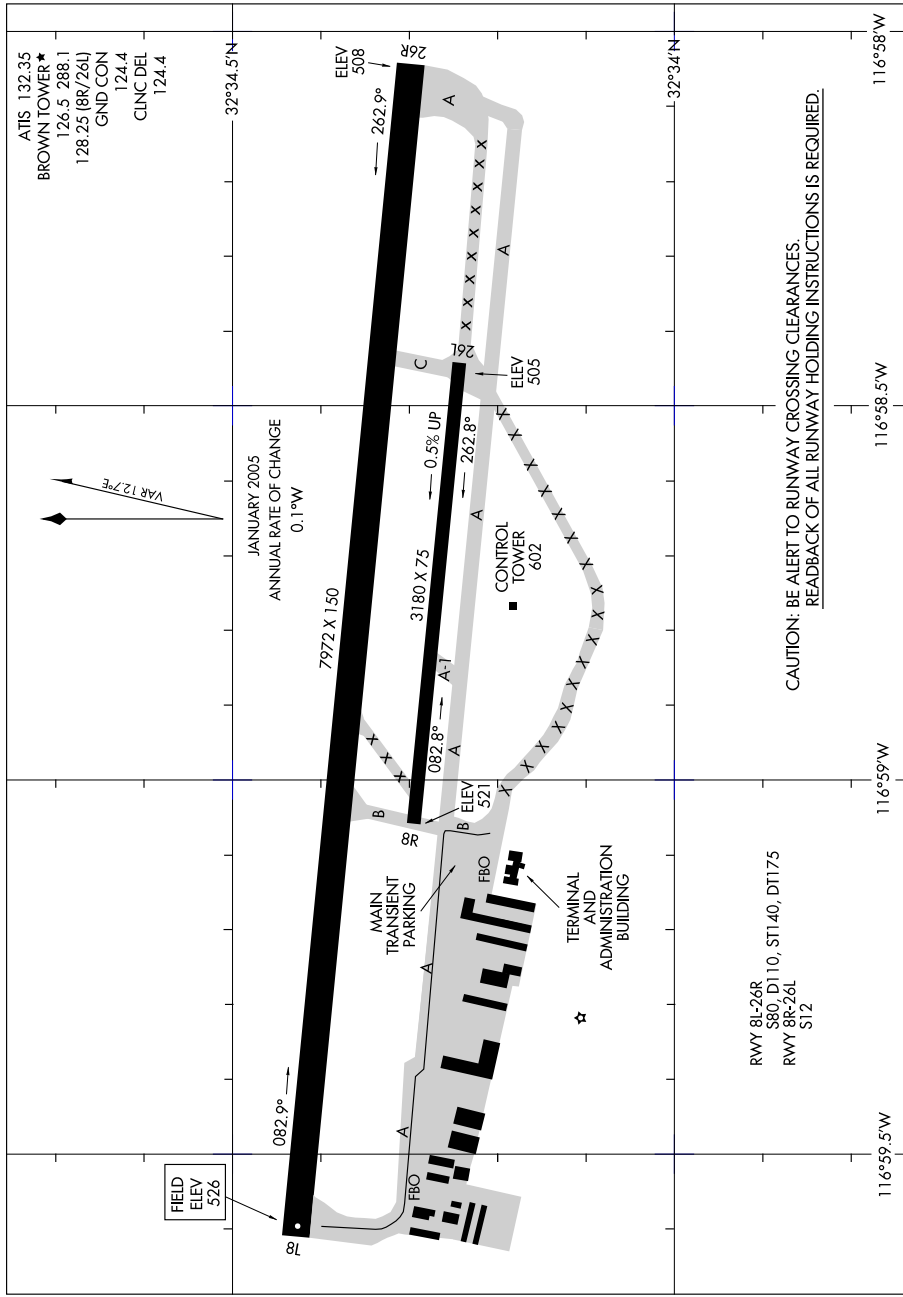
SAN CLEMENTE ISLAND, CALIFORNIA



# AIRPORT DIAGRAM

SAN CLEMENTE ISLAND, CALIFORNIA

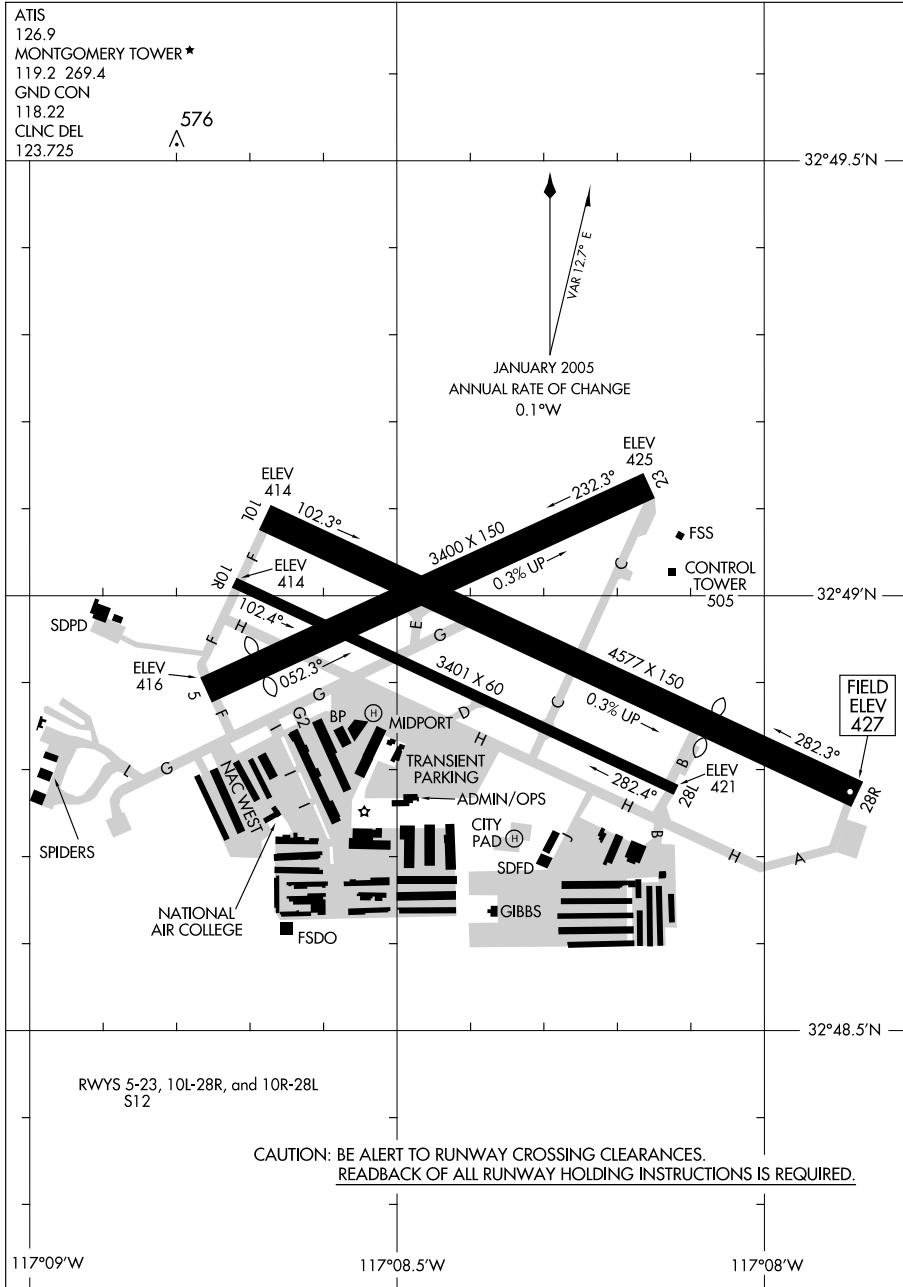
SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (NUC)



09071

## AIRPORT DIAGRAM

AL-5401 (FAA)

SAN DIEGO/MONTGOMERY FIELD (MYF)  
SAN DIEGO, CALIFORNIA

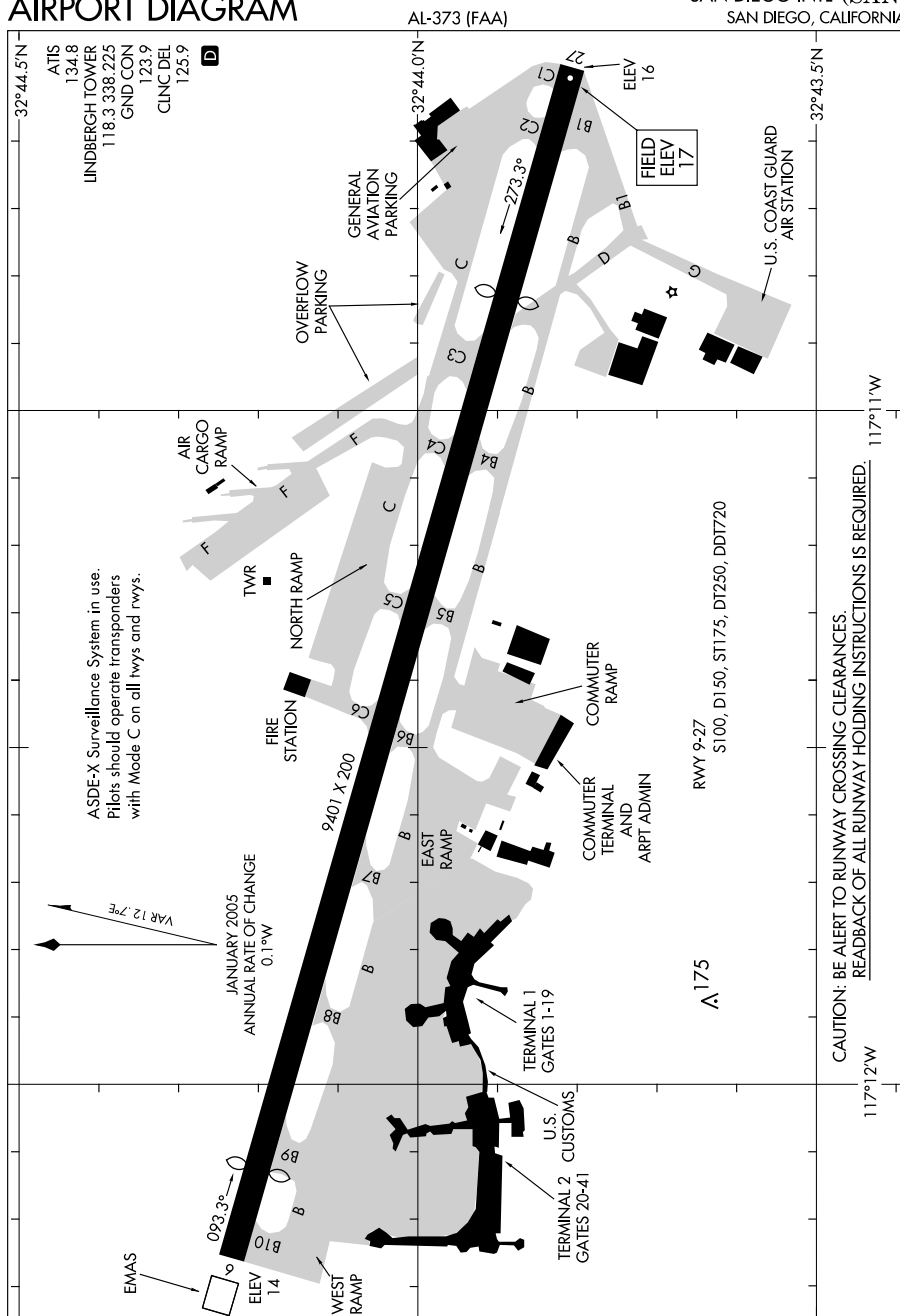
## AIRPORT DIAGRAM

09071

SAN DIEGO, CALIFORNIA  
SAN DIEGO/MONTGOMERY FIELD (MYF)

10154

## AIRPORT DIAGRAM

SAN DIEGO INTL (SAN)  
SAN DIEGO, CALIFORNIA

## AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA  
SAN DIEGO INTL (SAN)

10154

SAN DIEGO/GILLESPIE FIELD(SEE)  
SAN DIEGO (EL CAJON), CALIFORNIA

SAN DIEGO (EL CAJON), CALIFORNIA



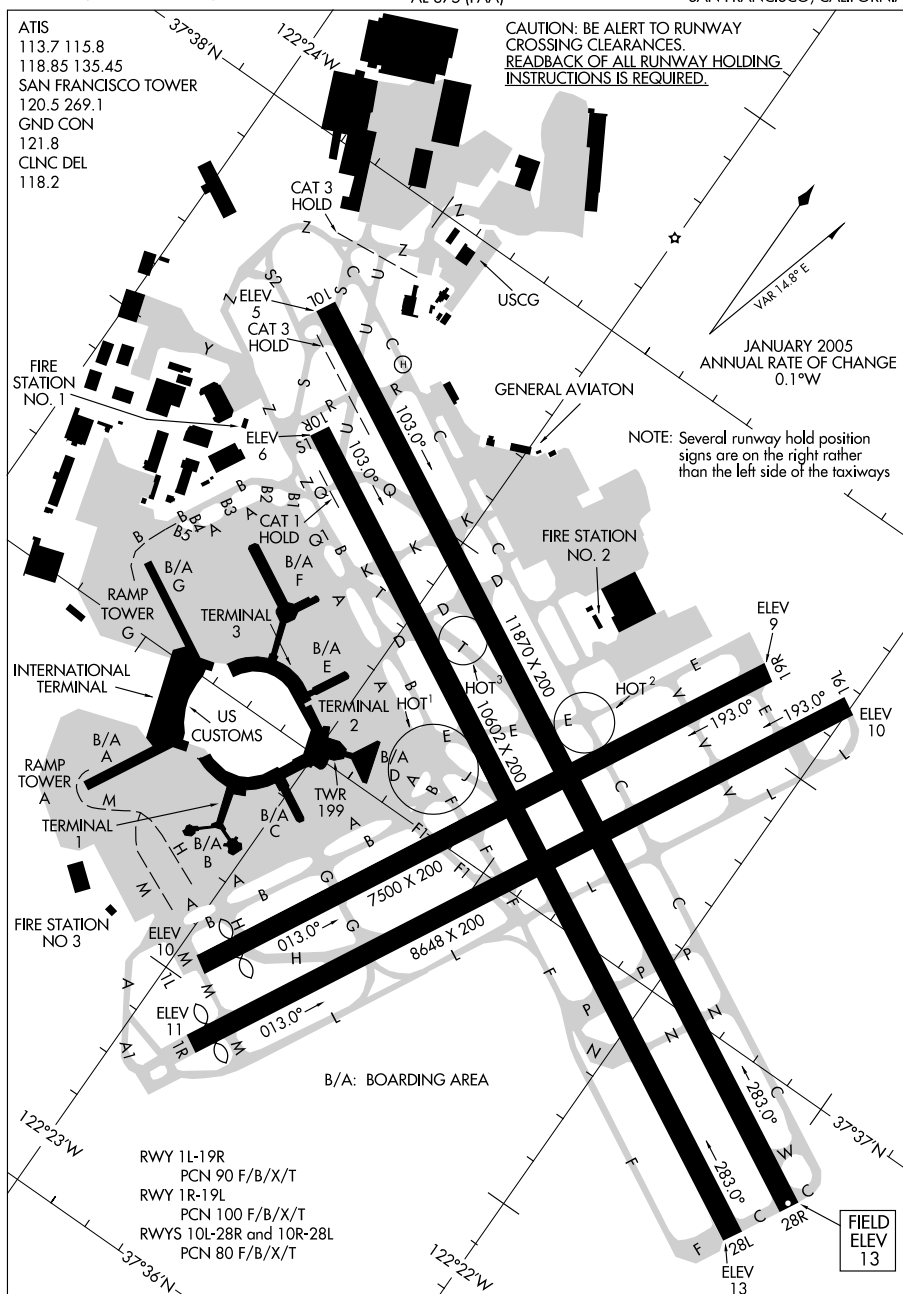
SW, 03 JUN 2010 to 29 JUL 2010

10154

## AIRPORT DIAGRAM

SAN FRANCISCO INTL (SFO)

SAN FRANCISCO, CALIFORNIA



## AIRPORT DIAGRAM

SAN FRANCISCO, CALIFORNIA

SAN FRANCISCO INTL (SFO)

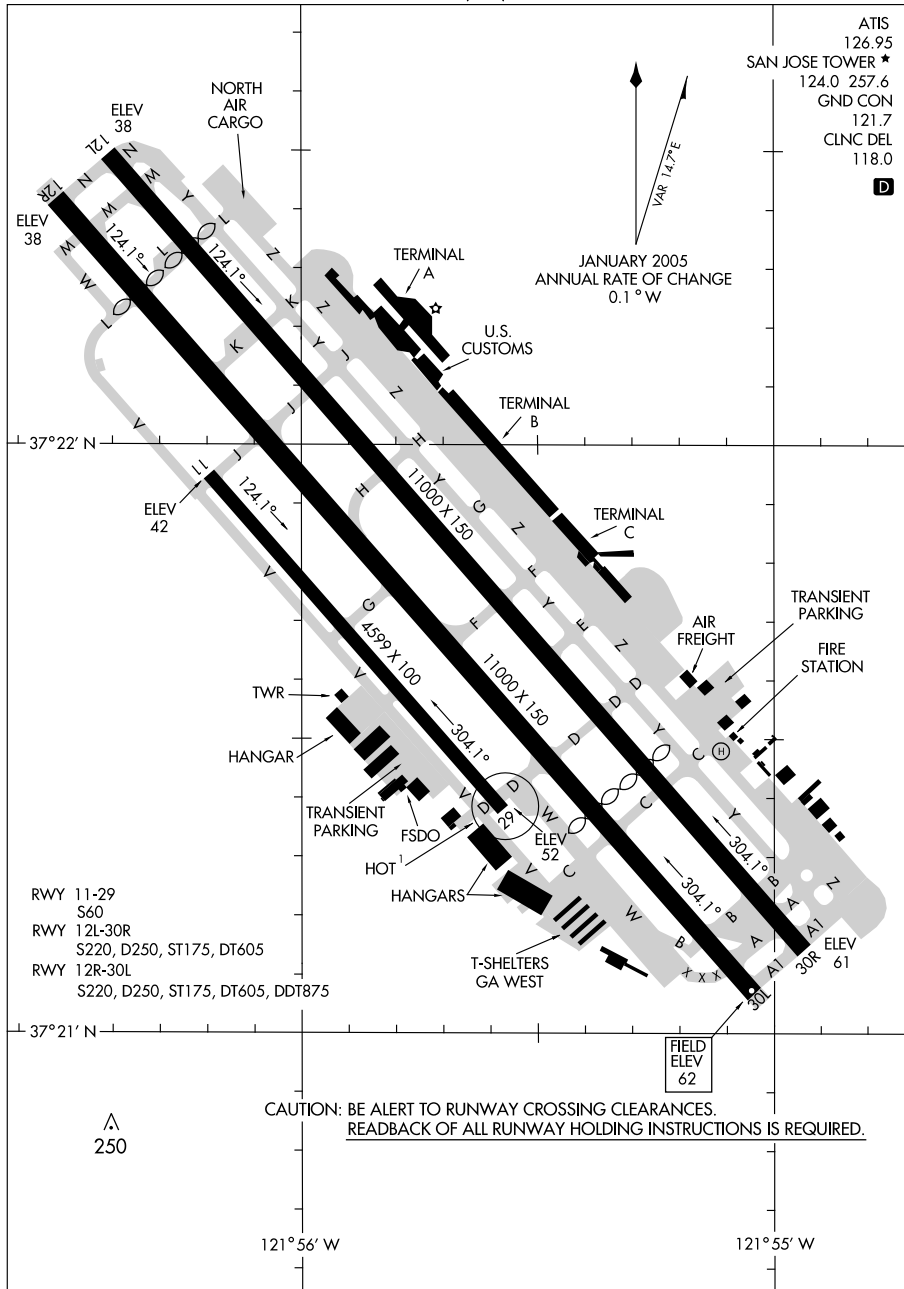
10154



10098

## AIRPORT DIAGRAM

SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (SJC)  
AL-693 (FAA) SAN JOSE, CALIFORNIA



## AIRPORT DIAGRAM

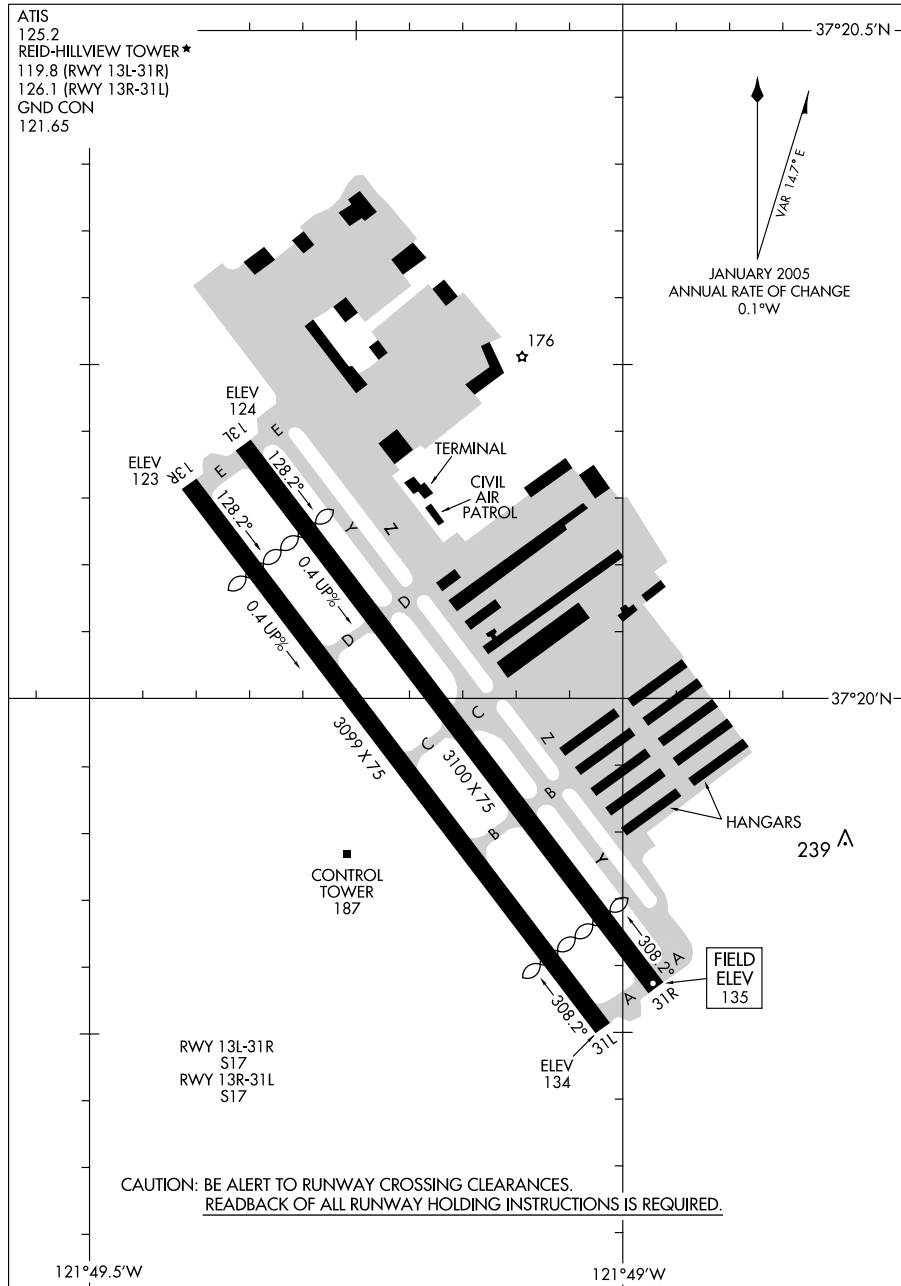
10098

SAN JOSE, CALIFORNIA  
SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (SJC)

09071

## AIRPORT DIAGRAM

SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (R.H.V)  
AL-5591 (FAA)  
SAN JOSE, CALIFORNIA



## AIRPORT DIAGRAM

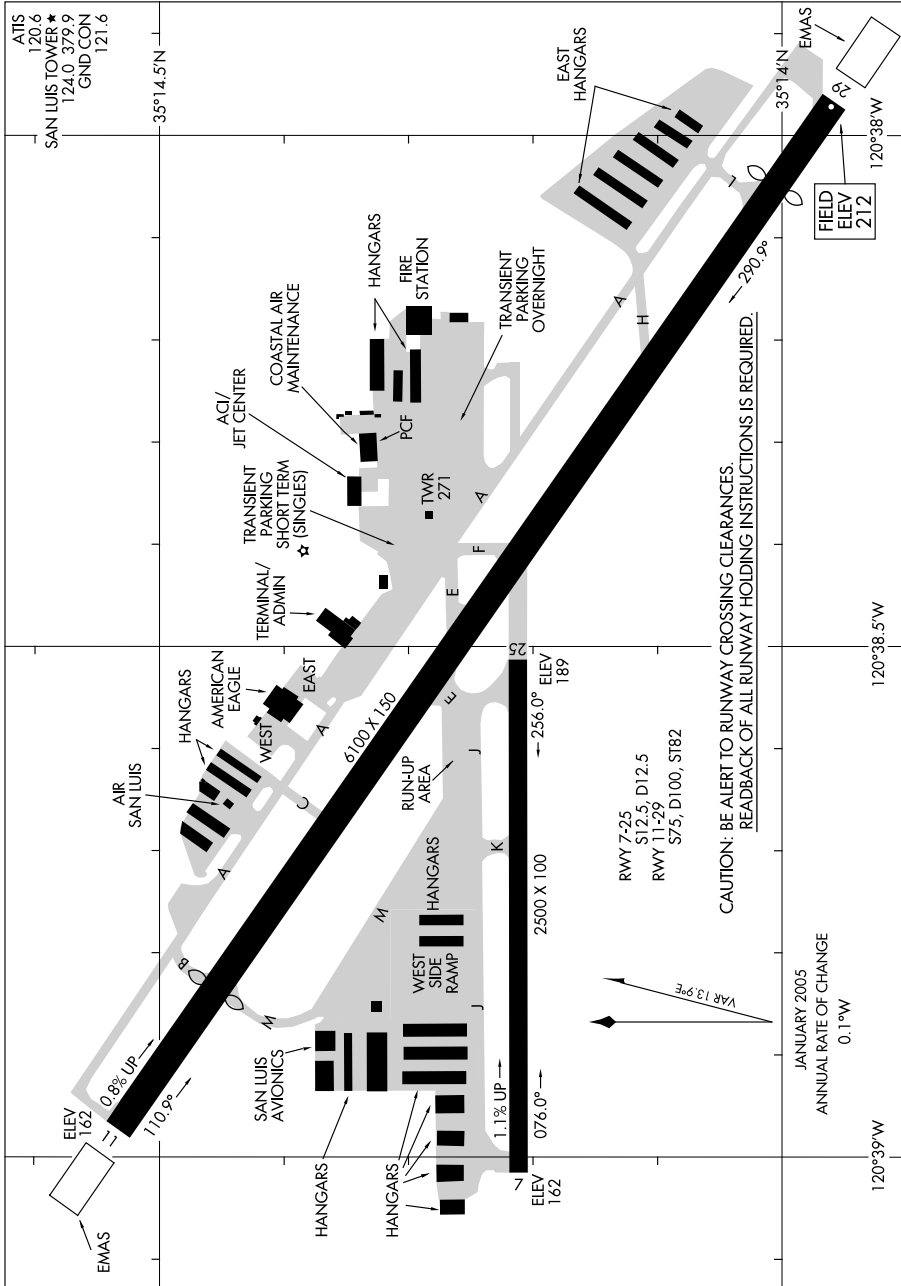
09071

SAN JOSE, CALIFORNIA  
SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (R.H.V)

10154

## AIRPORT DIAGRAM

AL-989 (FAA)

SAN LUIS COUNTY RGNL (SBP)  
SAN LUIS OBISPO, CALIFORNIA

## AIRPORT DIAGRAM

SAN LUIS OBISPO, CALIFORNIA  
SAN LUIS COUNTY RGNL (SBP)

10154

09239

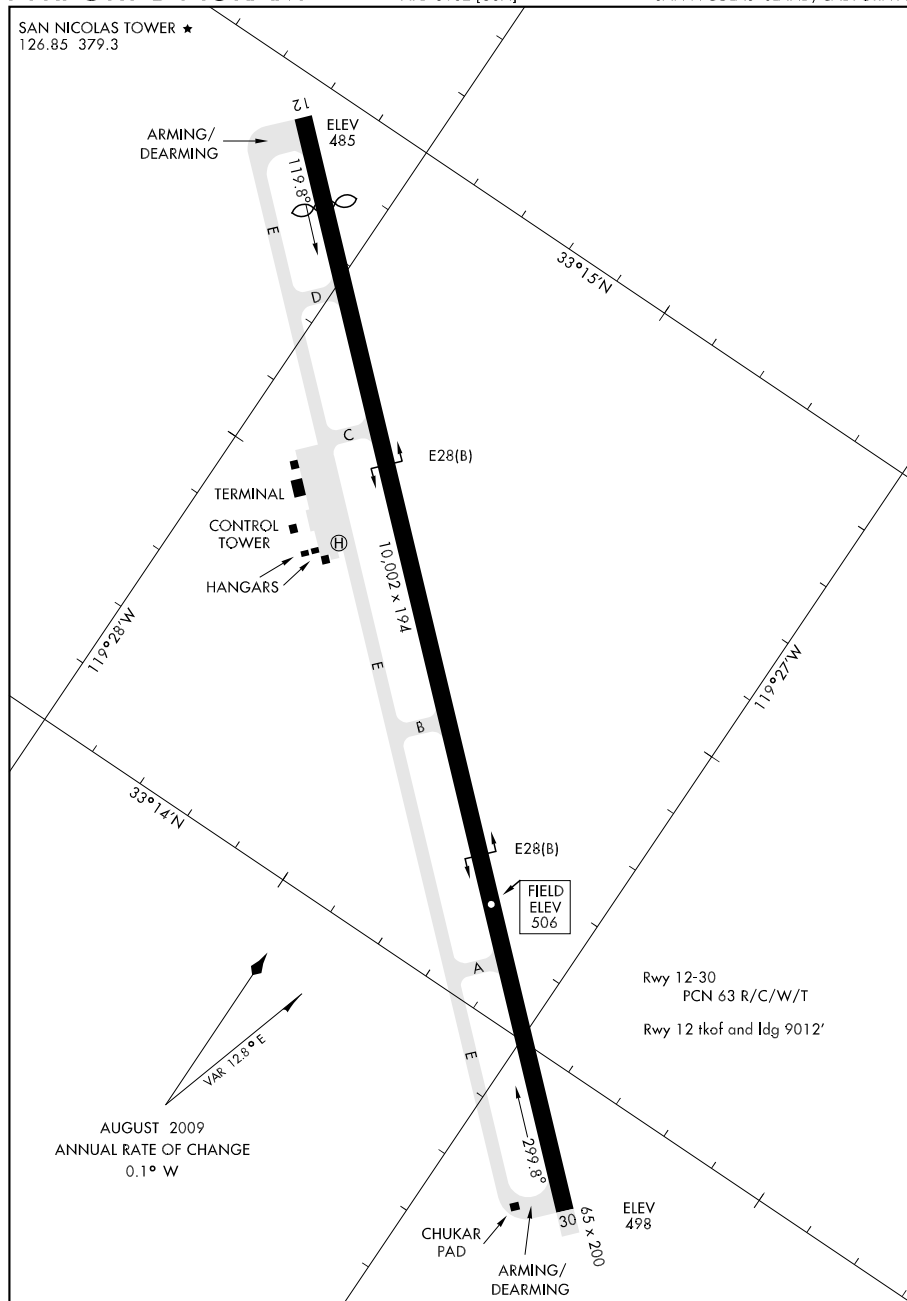
## AIRPORT DIAGRAM

AFD-5162 [USN]

SAN NICOLAS ISLAND NOLF (KNSI)

SAN NICOLAS ISLAND, CALIFORNIA

SAN NICOLAS TOWER ★  
126.85 379.3



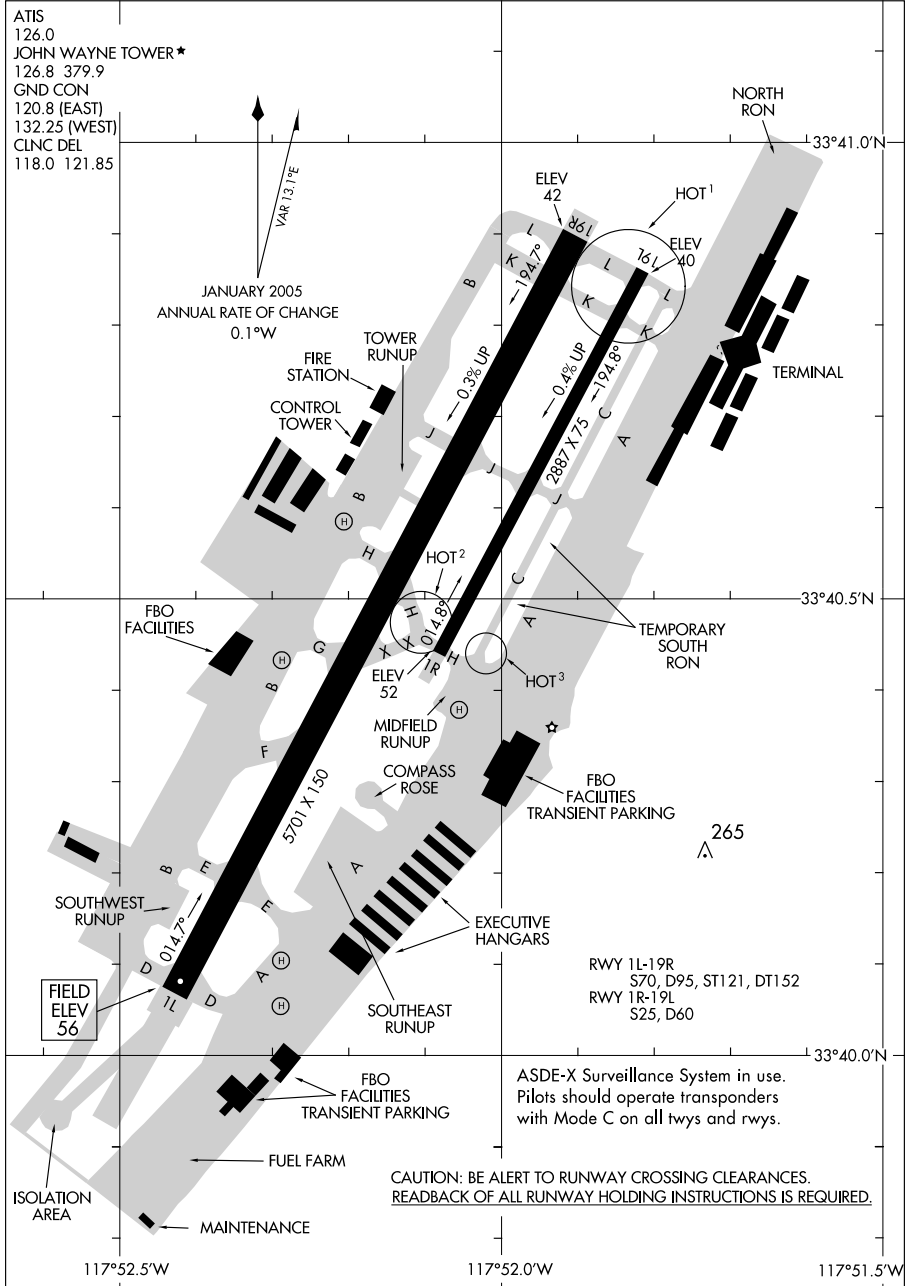
## AIRPORT DIAGRAM

SAN NICOLAS ISLAND, CALIFORNIA  
SAN NICOLAS ISLAND NOLF (KNSI)

09351

# AIRPORT DIAGRAM

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)  
AL-377 (FAA)  
SANTA ANA, CALIFORNIA



# AIRPORT DIAGRAM

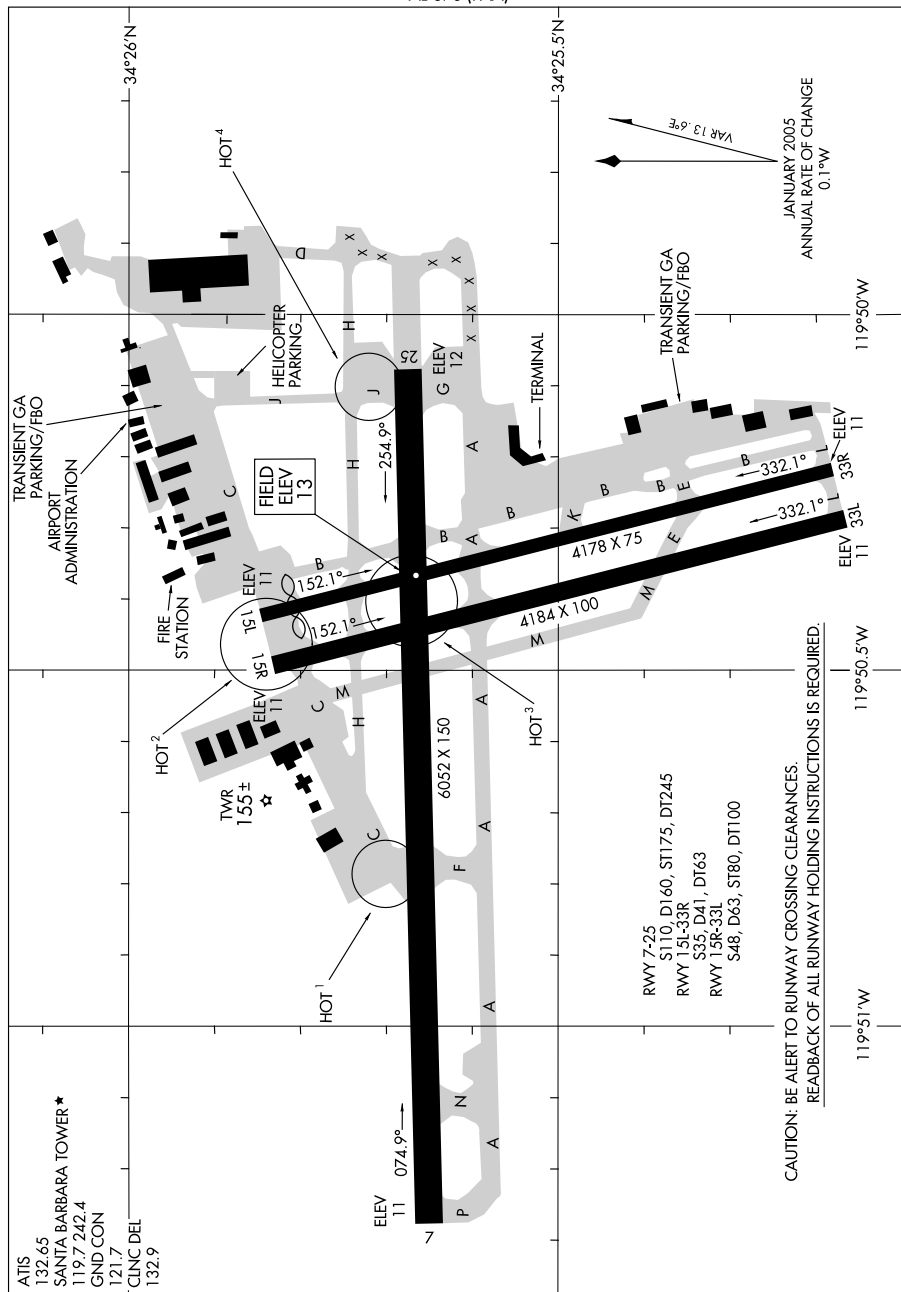
SANTA ANA, CALIFORNIA  
SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

09351

09295

## AIRPORT DIAGRAM

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)  
SANTA BARBARA, CALIFORNIA

## AIRPORT DIAGRAM

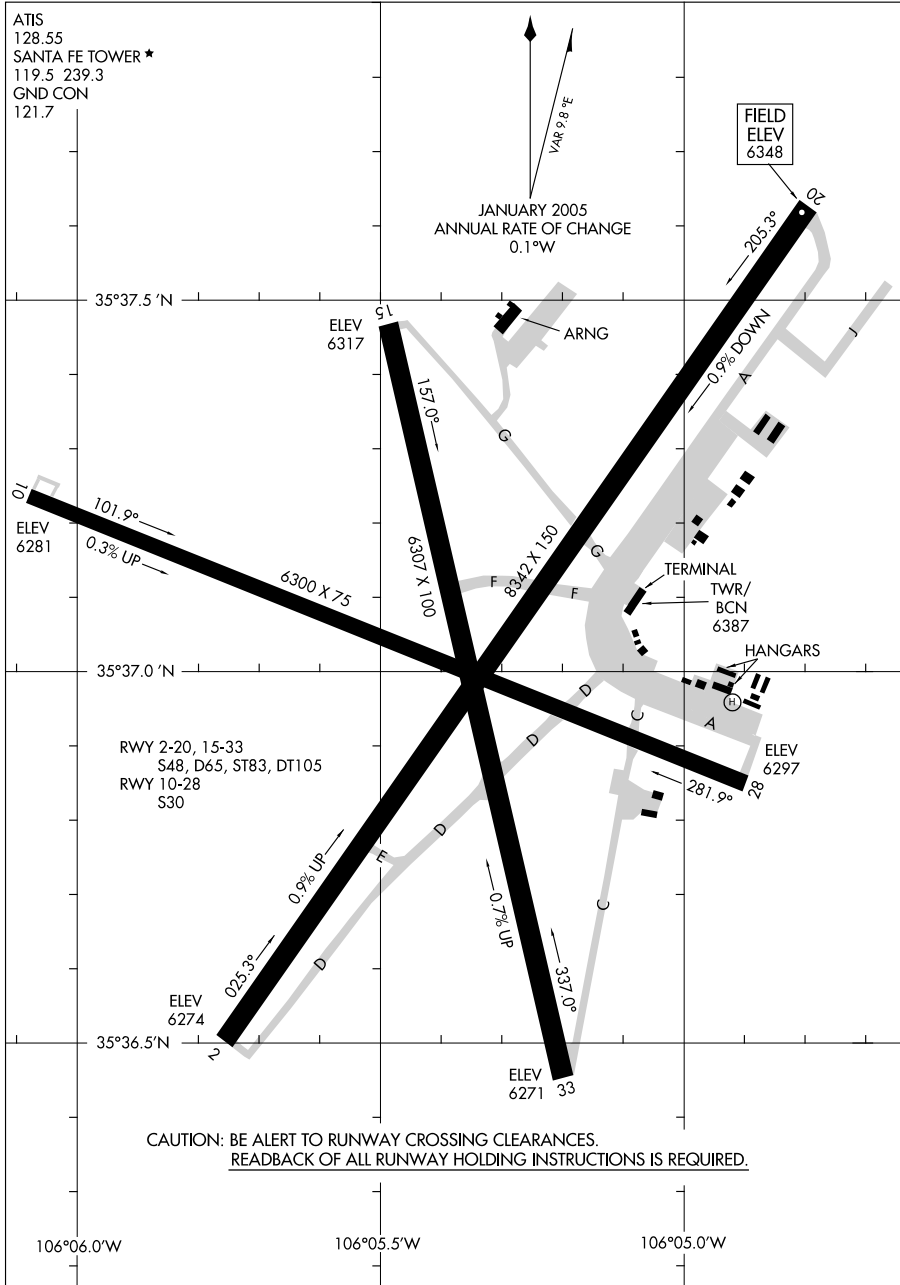
09295

SANTA BARBARA, CALIFORNIA  
SANTA BARBARA MUNI (SBA)

10154

## AIRPORT DIAGRAM

AL-548 (FAA)

SANTA FE MUNI (SAF)  
SANTA FE, NEW MEXICO

## AIRPORT DIAGRAM

10154

SANTA FE, NEW MEXICO  
SANTA FE MUNI (SAF)

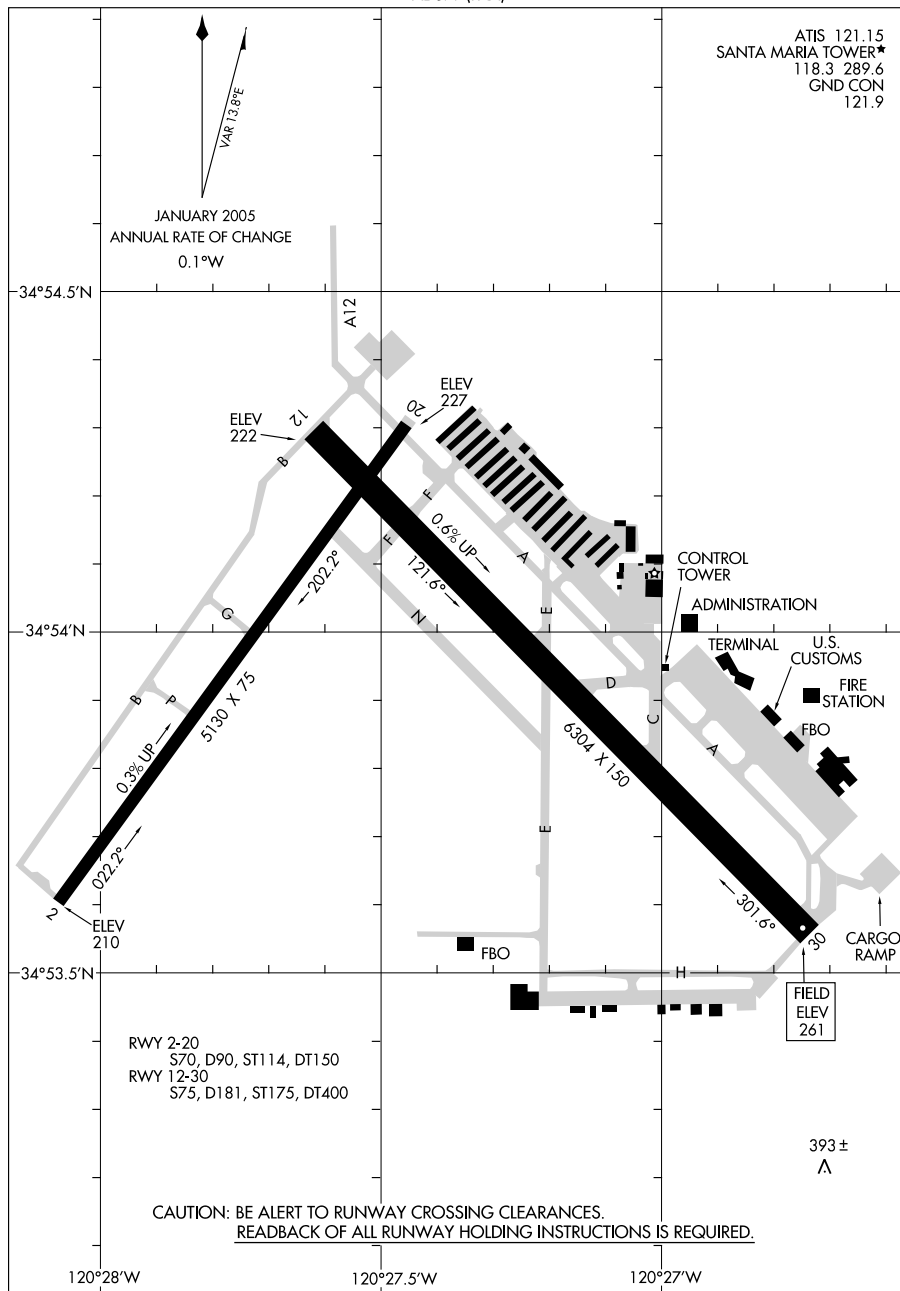
07074

## AIRPORT DIAGRAM

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

AL-379 (FAA)

SANTA MARIA, CALIFORNIA



## AIRPORT DIAGRAM

07074

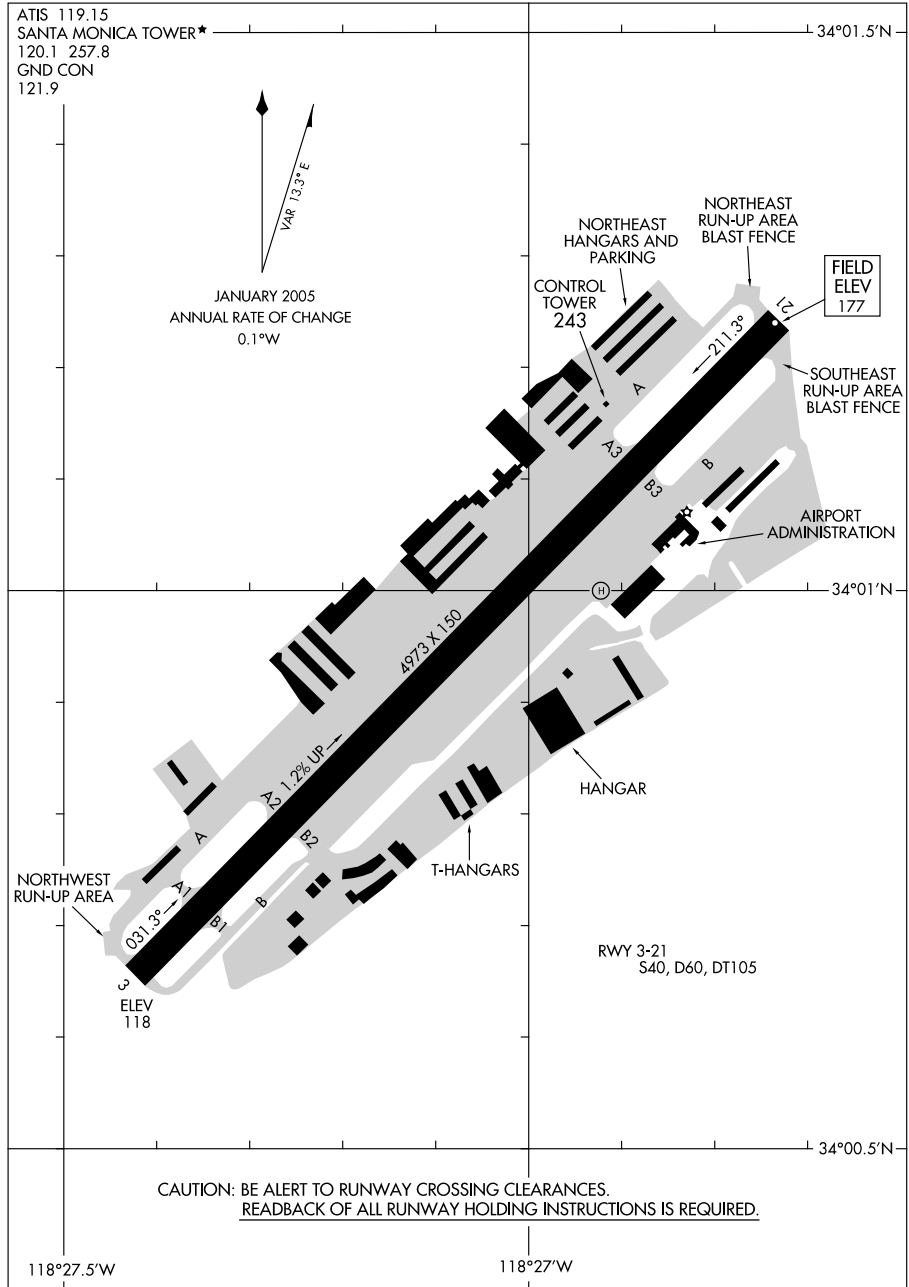
SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)  
SANTA MARIA, CALIFORNIA



06327

## AIRPORT DIAGRAM

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)  
SANTA MONICA, CALIFORNIA

## AIRPORT DIAGRAM

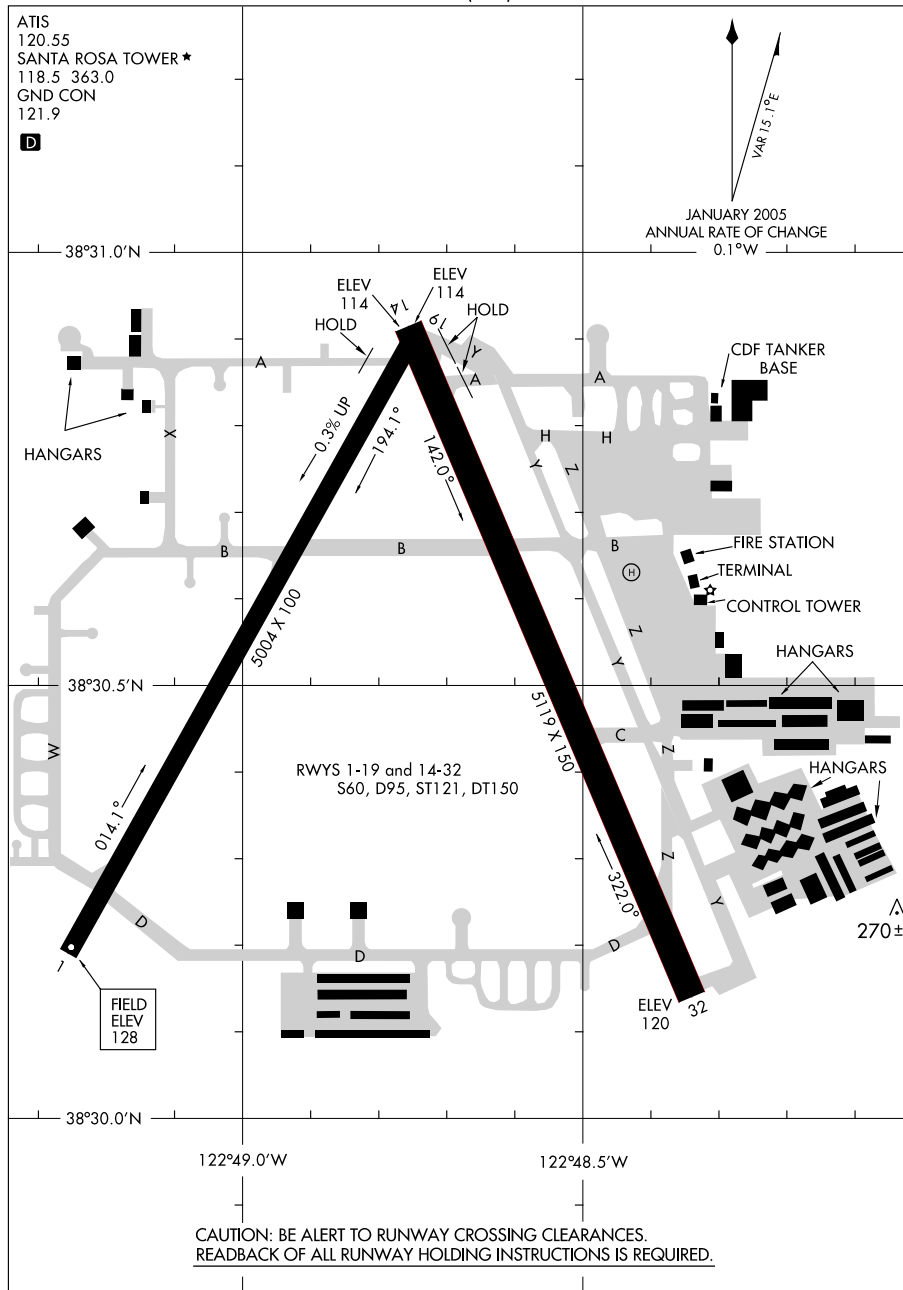
06327

SANTA MONICA, CALIFORNIA  
SANTA MONICA MUNI (SMO)

09015

## AIRPORT DIAGRAM

SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (ST'S)  
AL-696 (FAA)  
SANTA ROSA, CALIFORNIA



## AIRPORT DIAGRAM

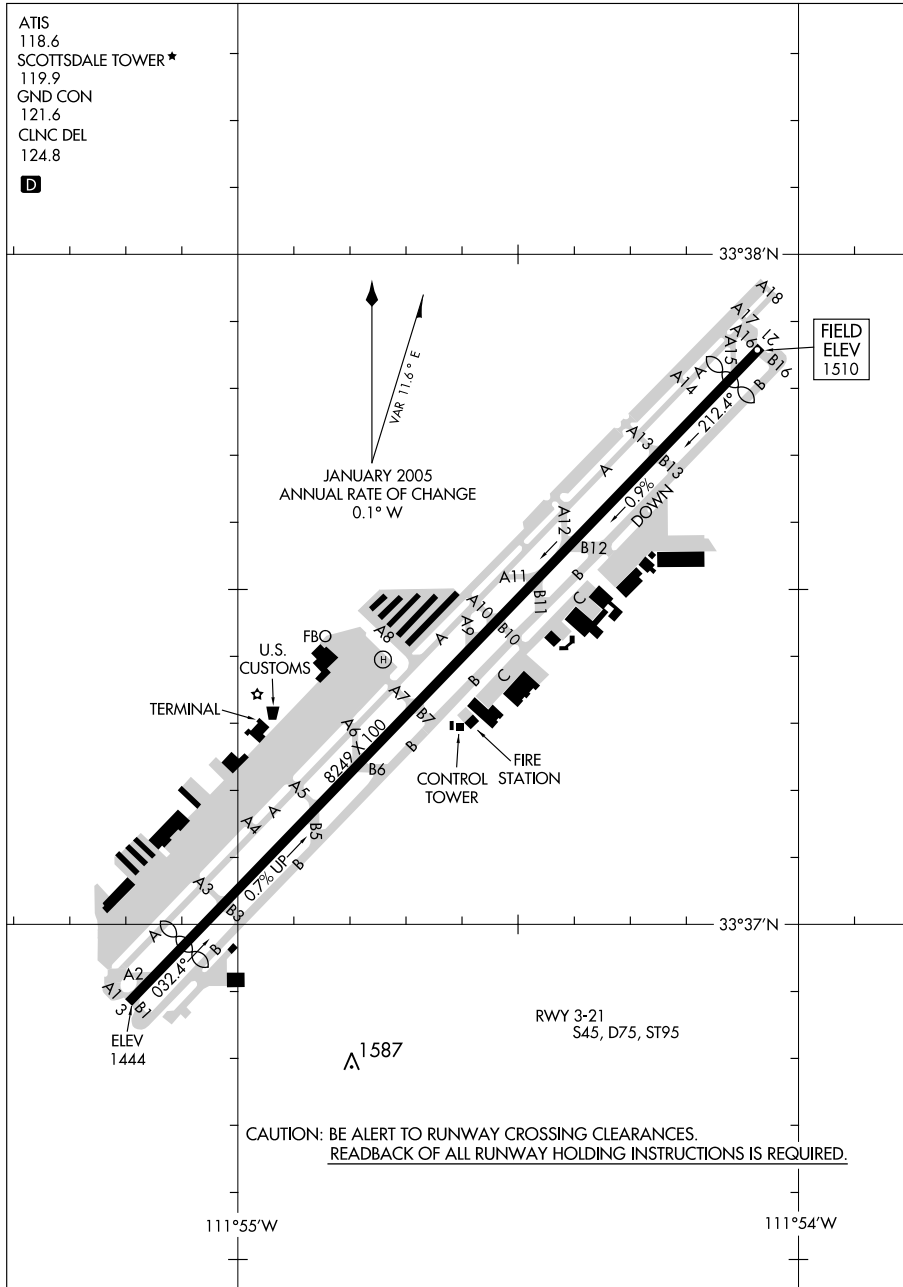
09015

SANTA ROSA, CALIFORNIA  
SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (ST'S)

10042

## AIRPORT DIAGRAM

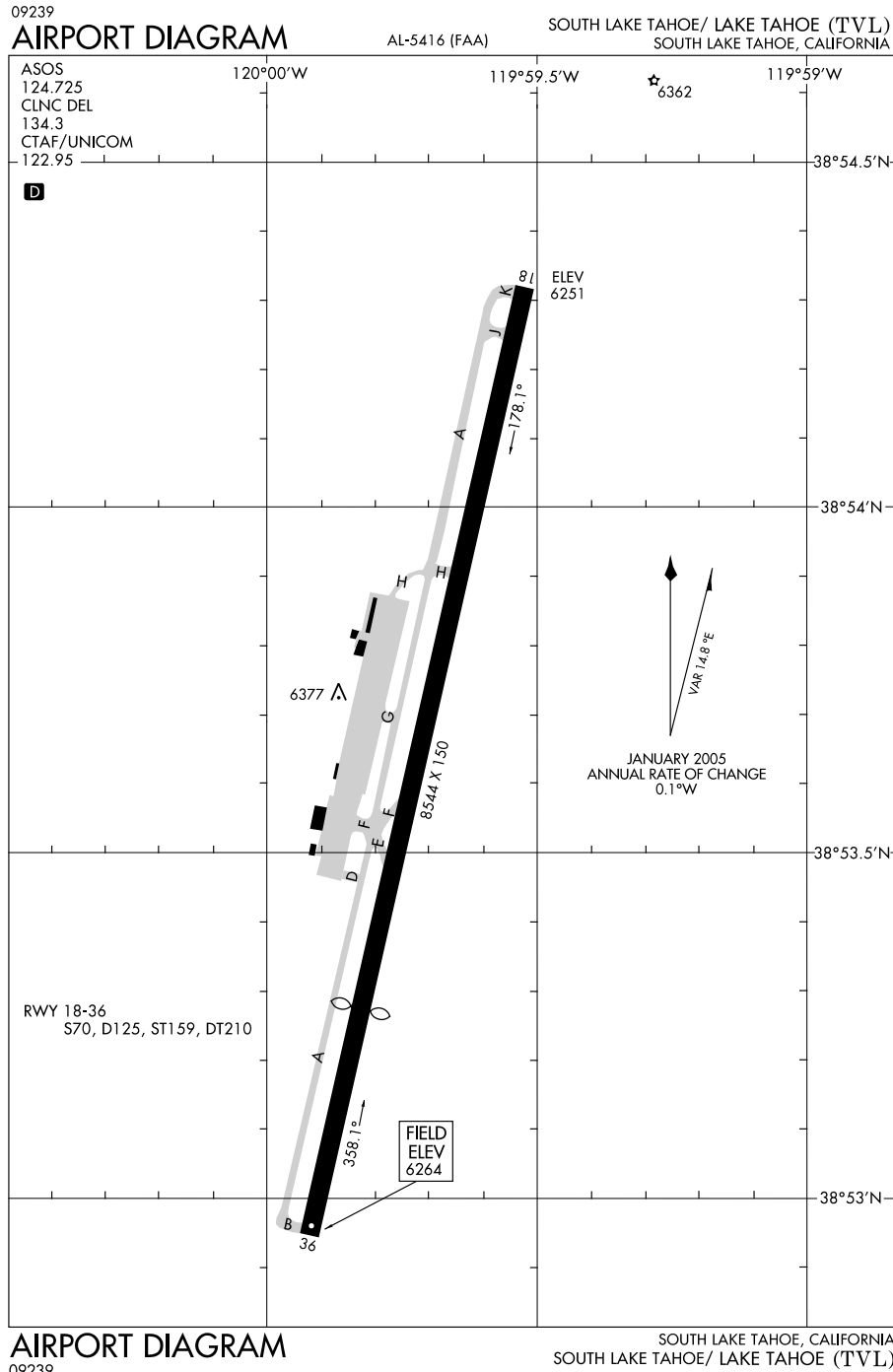
AL-5651 (FAA)

SCOTTSDALE (SDL)  
SCOTTSDALE, ARIZONA

## AIRPORT DIAGRAM

10042

SCOTTSDALE, ARIZONA  
SCOTTSDALE (SDL)

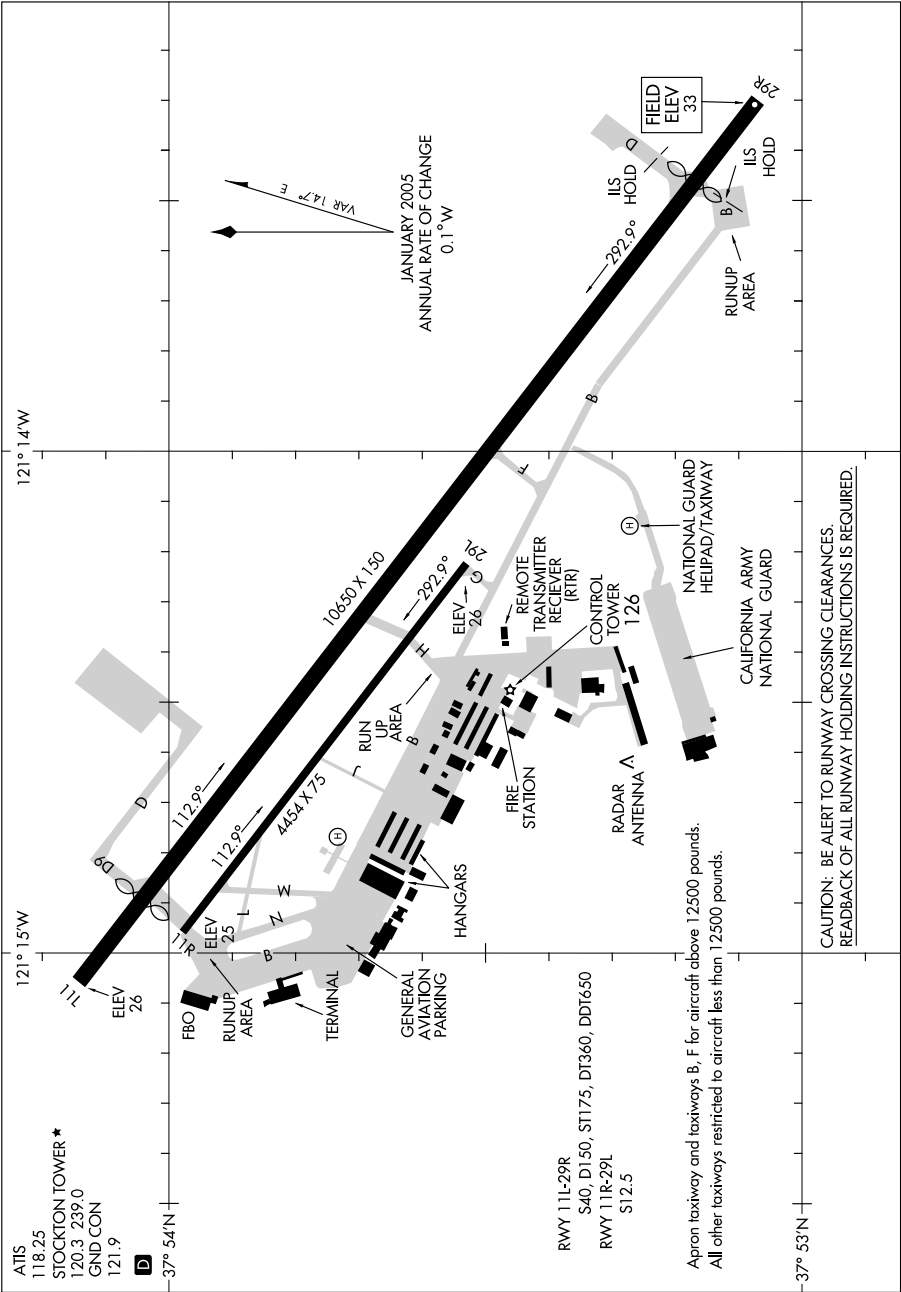


09127

AIRPORT DIAGRAM

AL-407 (FAA)

STOCKTON METROPOLITAN (SCK)  
STOCKTON, CALIFORNIA



AIRPORT DIAGRAM

09127

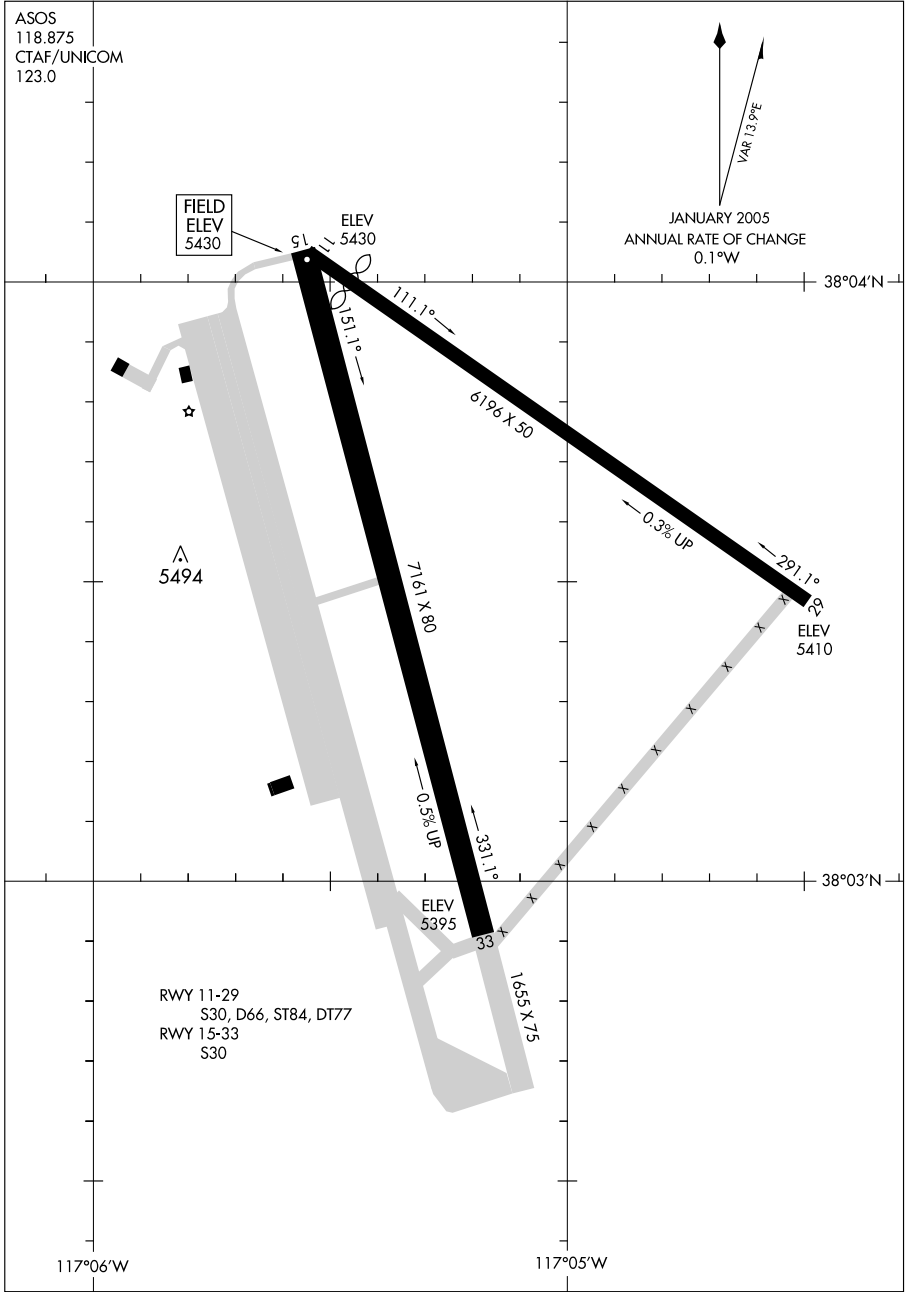
STOCKTON, CALIFORNIA  
STOCKTON METROPOLITAN (SCK)

09239

AIRPORT DIAGRAM

AL-423 (FAA)

TONOPAH (TPH)  
TONOPAH, NEVADA



AIRPORT DIAGRAM

09239

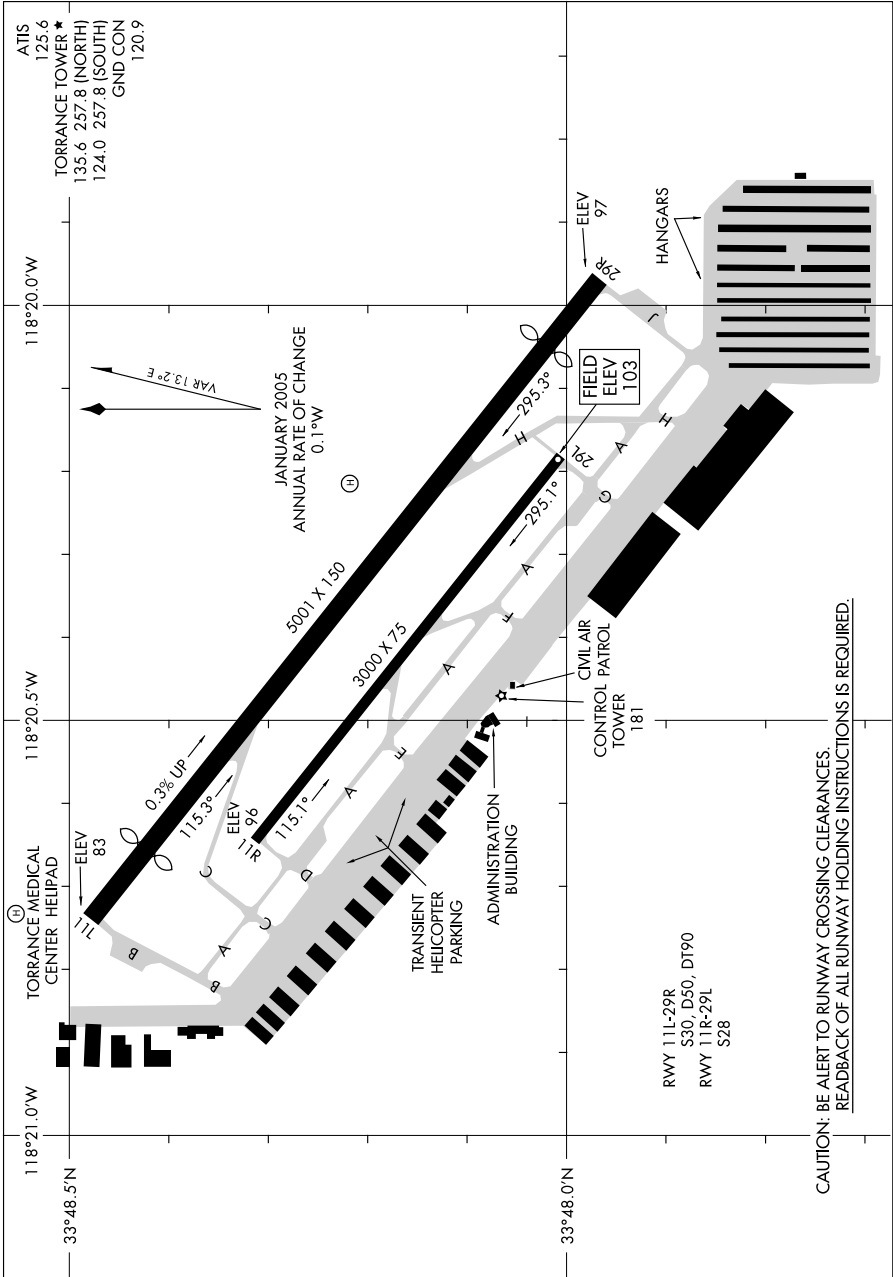
TONOPAH, NEVADA  
TONOPAH (TPH)

09071

AIRPORT DIAGRAM

AL-5179 (FAA)

TORRANCE/ZAMPERINI FIELD (TOA)  
TORRANCE, CALIFORNIA



AIRPORT DIAGRAM

TORRANCE, CALIFORNIA  
TORRANCE/ZAMPERINI FIELD (TOA)

09071



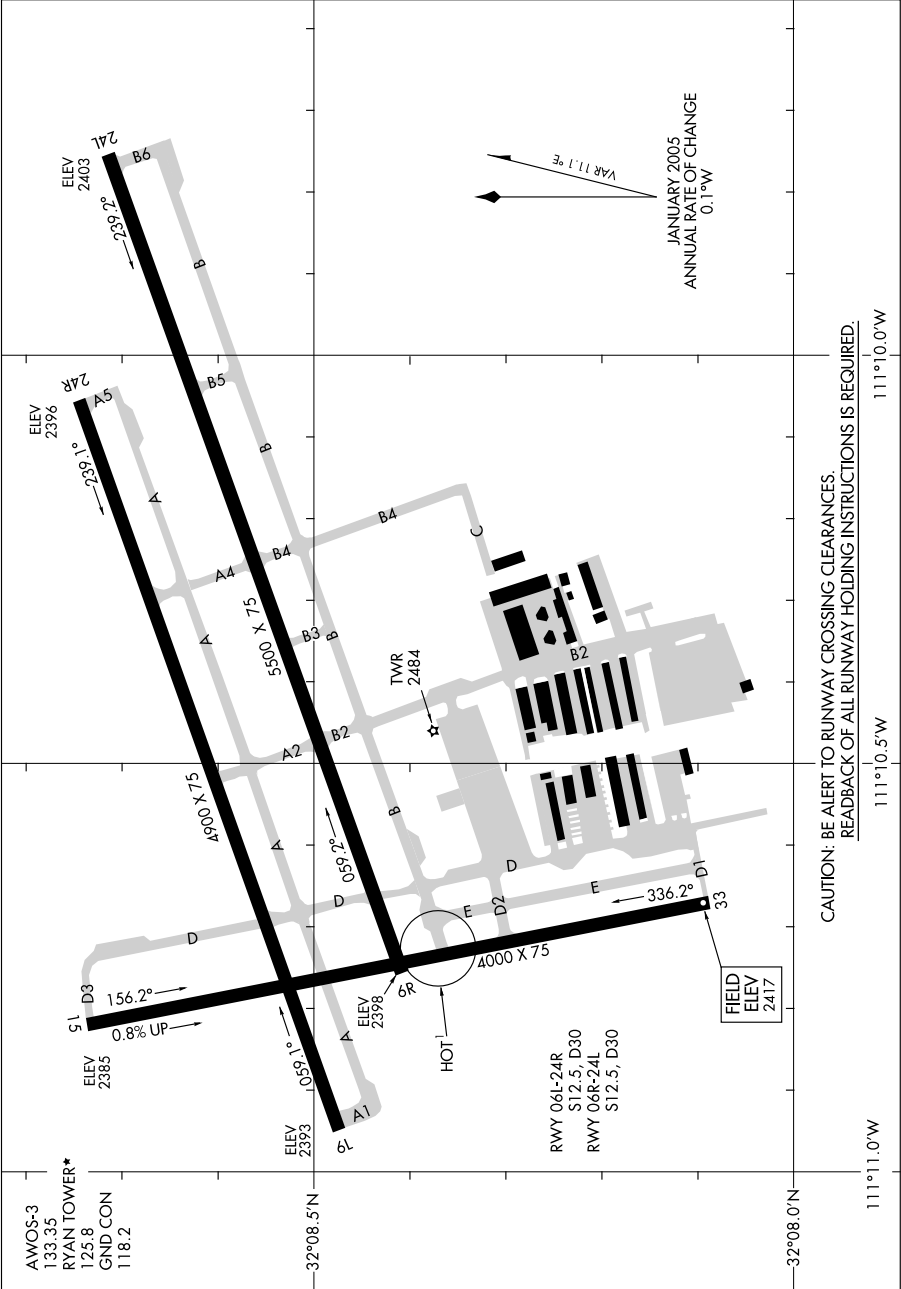


09351

AIRPORT DIAGRAM

AL-6513 (FAA)

TUCSON/RYAN FIELD (RYN)  
TUCSON, ARIZONA



AIRPORT DIAGRAM

09351

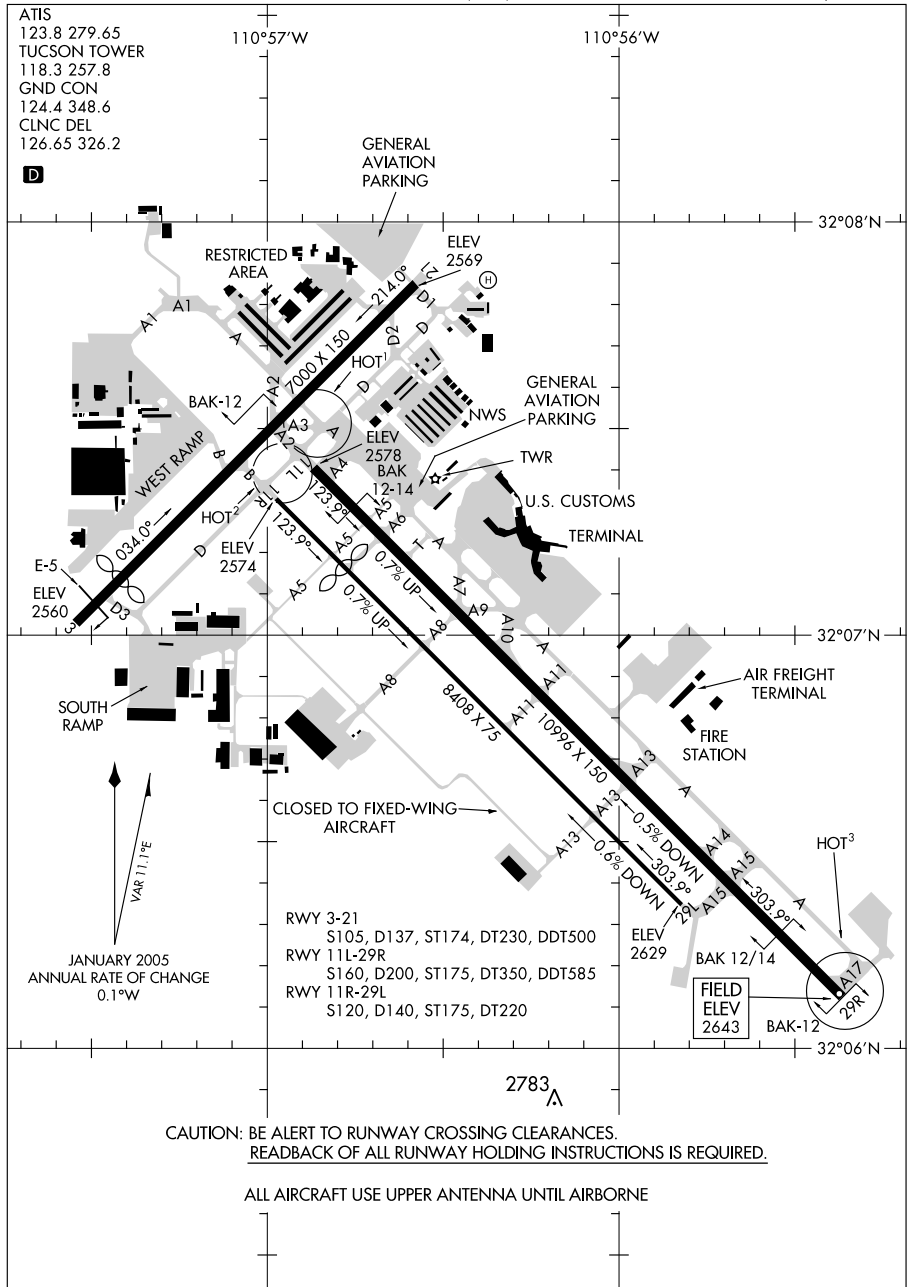
TUCSON, ARIZONA  
TUCSON/RYAN FIELD (RYN)

09351

# AIRPORT DIAGRAM

AL-430 (FAA)

TUCSON INTL (TUS)  
TUCSON, ARIZONA



## AIRPORT DIAGRAM

TUCSON, ARIZONA  
TUCSON INTL (TUS)

09351

SW, 03 JUN 2010 to 29 JUL 2010

09015

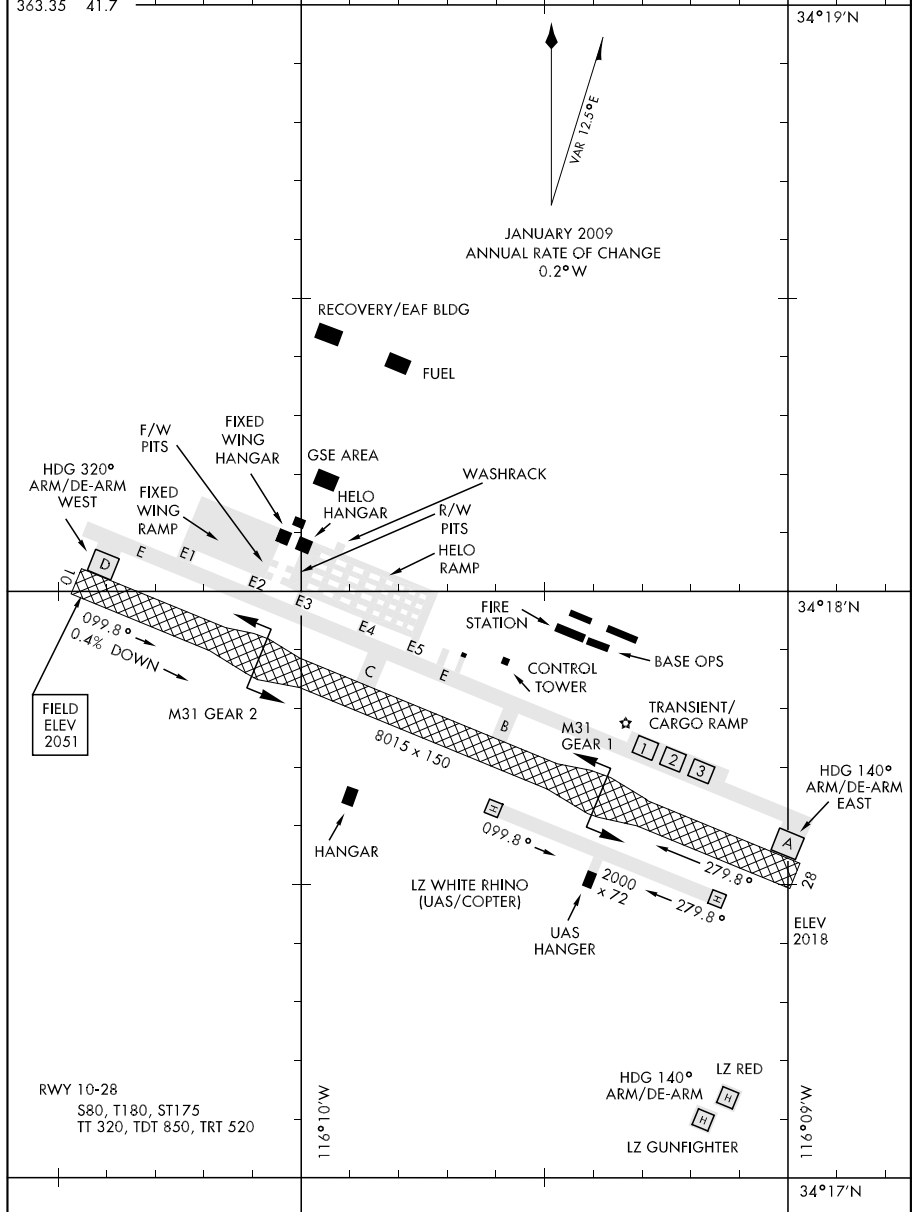
# AIRPORT DIAGRAM

AFD-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

TWENTYNINE PALMS, CALIFORNIA

ATIS 386.35  
TWENTYNINE PALMS TOWER  
135.525 340.2  
GND CON  
363.35 41.7



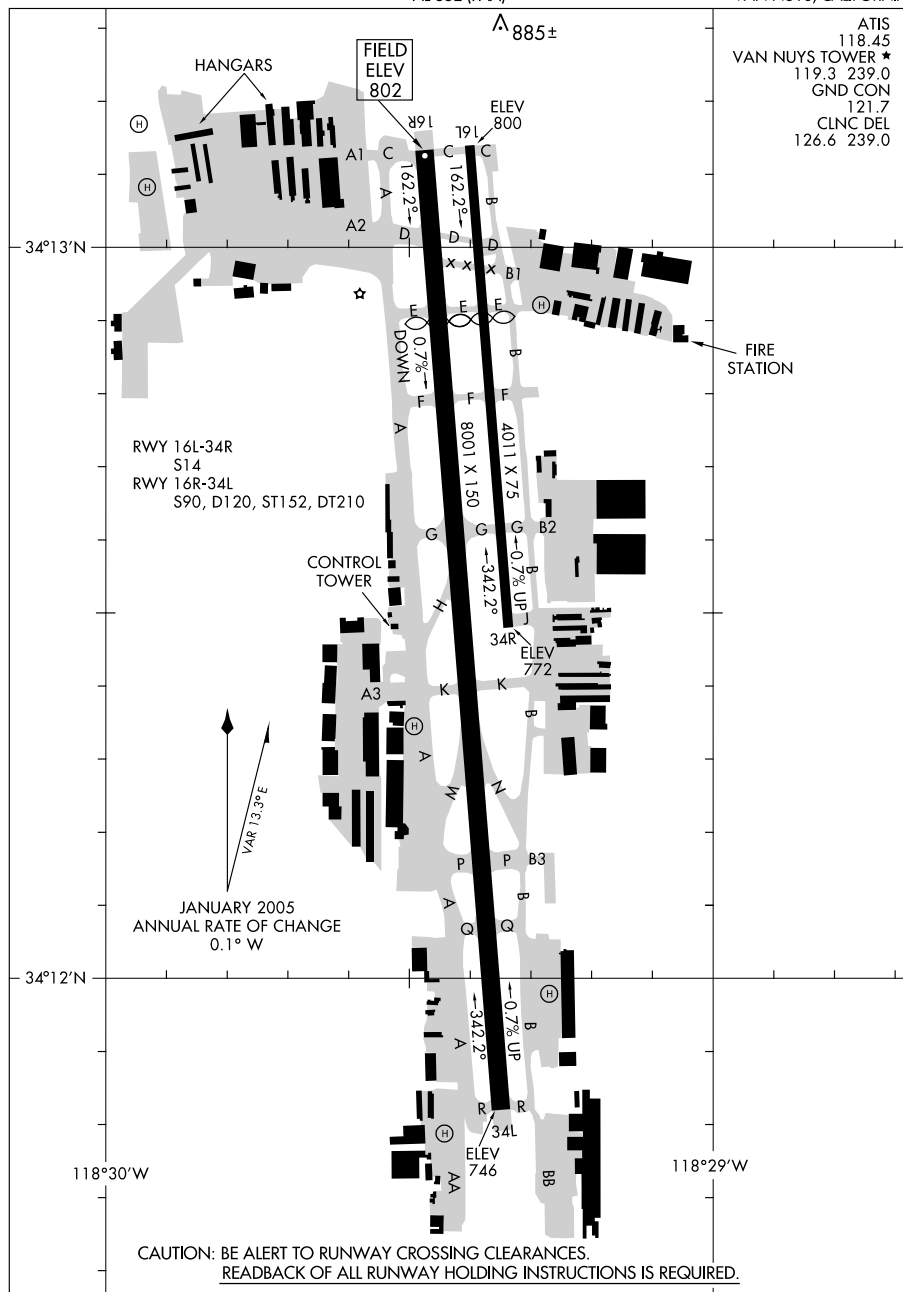
# AIRPORT DIAGRAM

TWENTYNINE PALMS, CALIFORNIA  
TWENTYNINE PALMS SELF (KNXP)

09183

## AIRPORT DIAGRAM

AL-552 (FAA)

VAN NUYS (VNY)  
VAN NUYS, CALIFORNIA

## AIRPORT DIAGRAM

09183

VAN NUYS, CALIFORNIA  
VAN NUYS (VNY)

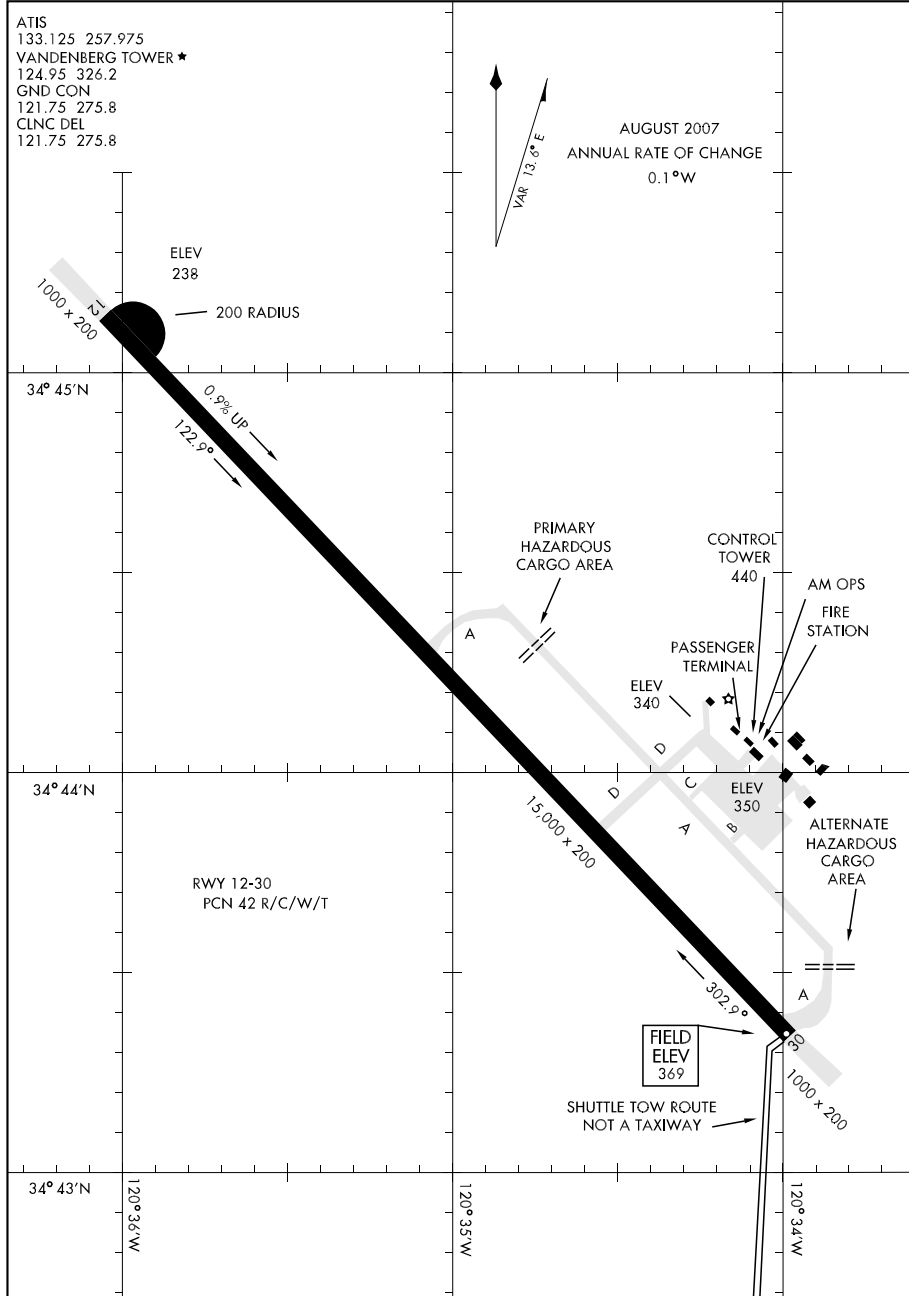
07242

## AIRPORT DIAGRAM

AFD-770 [USAF]

VANDENBERG AFB (KVBG)

LOMPOC, CALIFORNIA



## AIRPORT DIAGRAM

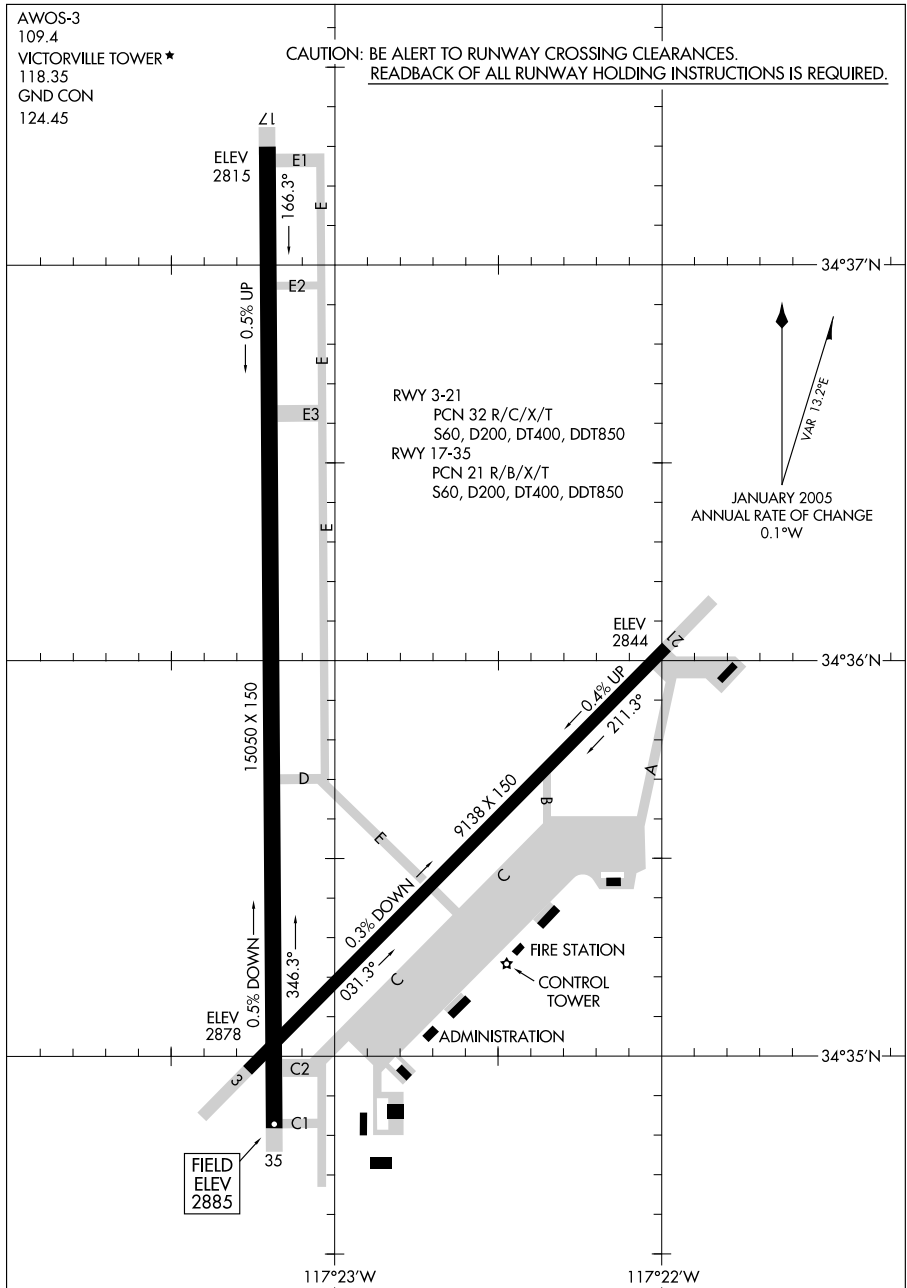
LOMPOC, CALIFORNIA

VANDENBERG AFB (KVBG)

09239

## AIRPORT DIAGRAM

VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (VCV)  
AL-794 (FAA) VICTORVILLE, CALIFORNIA



## AIRPORT DIAGRAM

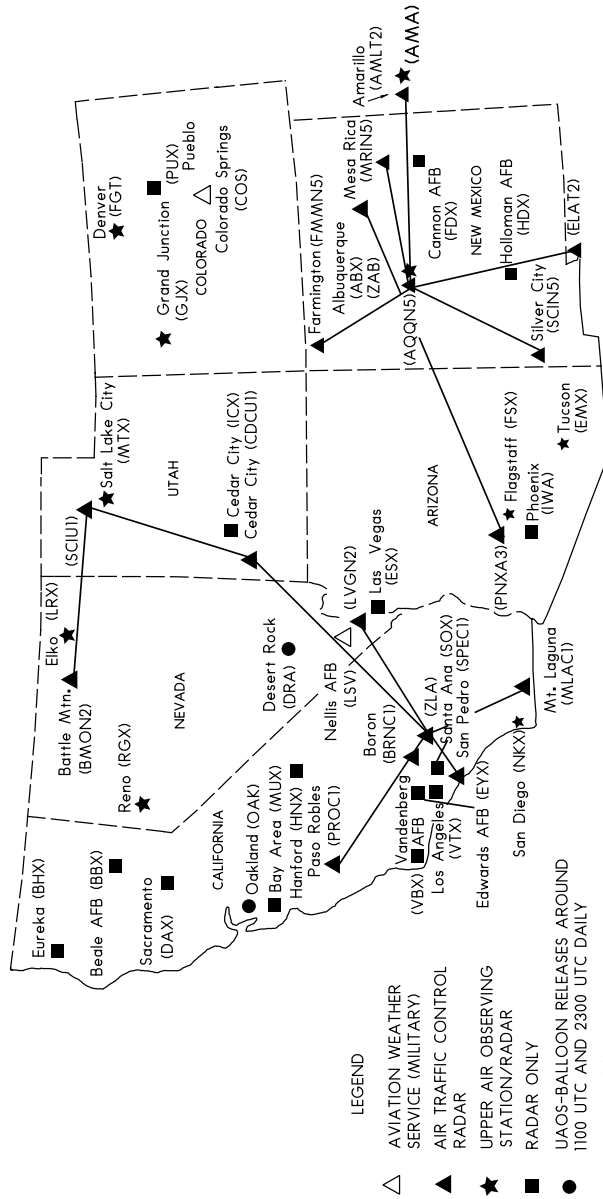
09239

VICTORVILLE, CALIFORNIA  
VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (VCV)

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

# NATIONAL WEATHER SERVICE (NWS) UPPER AIR OBSERVING STATIONS (UAOS) AND WEATHER RADAR NETWORK



- LEGEND**
- △ AVIATION WEATHER SERVICE (MILITARY)
  - ▲ AIR TRAFFIC CONTROL RADAR
  - ★ UPPER AIR OBSERVING STATION/RADAR
  - RADAR ONLY
  - UAOS-BALLOON RELEASES AROUND 1100 UTC AND 2300 UTC DAILY
  - OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON

NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.



# ENROUTE FLIGHT ADVISORY SERVICE (EFAS)

See Aeronautical Information Manual (AIM) for available services

